Hongkong Daily Press.

ESTABLISHED 1857.

No 13,338 號捌拾叁百叁千叁萬壹第 日陸十月十年六十二緒光 HONGKONG, FRIDAY, DECEMBER 7TH, 1900. 伍拜禮 號柒月弍十年百九千壹英港香 PRICE $2½ PER MONTH

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CYCLE
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$5.00 per Cask of 375 lbs. net ex Factory.
$3.00 per Bag of 250 lbs. " " "
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Telephone 75.
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SINGLE FLASK 1.25

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Hongkong, 5th December, 1900. [34a

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See analysis and certificate by Professor Cassall.

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TONIC WATER. LEMON SQUASH.

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A
GRAND CONCERT
in aid of
THE ROYAL NAVAL CANTEEN,
UNDER the patronage of H.E. Sir HENRY ARTHUR BLAKE, G.C.M.G., H.E. Major-General W. J. GASCOIGNE, C.M.G., Commodore FRANCIS POWELL, C.B., R.N., will take place on
TUESDAY,
the 11th December, 1900, at 9 P.M.
Reserved Seats—2 and 1 Dollars; Back Seats 50 Cents (Soldiers and Sailors in Uniform Half Price).
Doors Open at 8.30 P.M.
Tickets may be obtained from the ROBINSON PIANO CO.
Hongkong, 6th December, 1900. [3079

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NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.
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EVERY KIND OF SPORTING REQUISITE.
WM. SCHMIDT & CO.,
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Four years' Eastern experience.
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JOSEPH GILLOTT'S PENS.
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The Only Award Chicago, 1893
NUMBERS FOR USE BY BANKS
Barrel Pens, 225, 220, 262
Slip Pens, 332, 909, 287, 166, 404, 7,000.
In Fine, Medium, and Broad Points
THE NEW TURNED-UP POINT, 1032.
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Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
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Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE.
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Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.
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A FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished.
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Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA,
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L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919

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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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	Per Case 1 doz.
A—THORNE'S BLEND, White Capsule	$10.80
B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, GOLD CAPSULE	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E IS OF SUPERB QUALITY, AND PRONOUNCED BY LEADING LOCAL CONNOISSEURS TO BE THE BEST BRAND IN THE HONGKONG MARKET.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY. [29

BIRTHS.

On the 6th December, at Leipzig (Saxony), the wife of P. SACHSE, of a son. [3092

On the 30th November, 1900, at 5, Range Villas, Shanghai, the wife of J. J. MANSFIELD, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 7th, 1900

IN the new publication of the China Association, to which we have already referred briefly, the Appendix which deals with the then proposed and now existent China League will be read with interest. The discussion at a meeting of the General Committee of the Association in London on the 7th June last concerned what Sir E. ACROYD termed one of the most important questions ever submitted to the Committee. This question was the project for the expansion of the Association. The Hon. Sec., Mr. R. S. GUNDRY, explained that, the necessity of instructing the electorate concerning China being present to the minds of many and having more than once been urged on the Association by Mr. YERBURGH, the concrete proposition before the Committee had resulted. He went on to say that, though the advice of the Association had been willingly received by the Foreign Office when the matter lay within its power as a Department, when it came to questions of high policy the Association failed. Such questions were Government questions, and the Government would not move without a mandate from the electorate. The Chairman, Mr. W. KESWICK, also thought the Association an unsuitable body for the education of the electorate. He held that a body aiming at educating public opinion, and thus by means of the electors influencing the Government on Chinese questions, should be Parliamentary, while the China Association would do well by retaining its individuality and continuing to supply information as hitherto to the Government Departments. This view was upheld by a large majority of the Committee. Sir RICHARD RENNIE, who queried the influence of the Association with the Foreign Office, drew a reply from Mr. GUNDRY, who pointed to various matters on which the influence of the Association had led to good results in the shape of concessions from China in the question of freedom of trade, opening of Treaty Ports, the appointment of a Commercial *Attaché*, etc. Mr. G. JAMIESON agreed with Mr. GUNDRY that the Association had done much, but thought it could do more. He wished to see the proposal for expansion carried; or at least, if that was not possible, that the answer sent should be sympathetic and offer to co-operate with any separate organisation started with the object of instructing the electorate. Before putting the proposal to the vote, the Chairman said it would be understood that this sympathy and assistance would be extended to a movement inaugurated with the objects in view. The meeting then supported the position taken by their Chairman and the Secretary and negatived the proposal to expand the Association. The idea prevailed that the suggested expansion would cut at the root of the Association's former usefulness from its connection with the Foreign Office. Mr. D. REID, indeed, thought that it would alienate the active voluntary efforts of many members both at home and in the East. Sir CECIL SMITH deprecated the loss of the friendly and even confidential relations established with the Foreign Office which would follow from the change of the Association's scope. By expansion the Association would lose, not gain, influence in official quarters. It was in fact strongly felt by most of those present that the suggested change would abolish in its present form a very useful body, substituting for it a very necessary one, which, however, could not do the same work. It cannot be doubted, we think, that the Association acted for the best in refusing to expand. The result of its action has been that a China League has been founded to carry on the task of bringing the country and, through it, the Government to a sense of their ignorance on Chinese affairs; while the Association is free to carry on vigorously its invaluable, if unostentatious, work in connection with the Foreign Office. Two good instruments are better than one, especially when they are used to cope with difficulties such as confront those who aim at bringing the people of England to a sense of what they run the risk of losing in the Far East.

The space set apart at the Happy Valley for Hindoo interments being fully occupied, the bodies of all members of that community who may die in the future either in Hongkong or Kowloon, are to be interred in the Hindoo Cemetery at the latter place.

A Chinaman was attempting to commit a burglary in a house in Queen's Road West on Monday night, when he alarmed the inmates, and in trying to effect his escape by jumping to the street, sustained an injury to his leg. He was taken to the hospital.

The steamer *Australian* brought to Hongkong twenty-two more Australian ponies, the present consignment belonging to the class known as "Derbies." The ponies arrived in better condition than the previous batch of ponies who met with such a rough time on the voyage up.

Three more of the eight military prisoners who escaped on Tuesday night from the U. S. transport *Grant* have been arrested. They were found hiding among rocks at Kennedytown, and offered no resistance. These, with the two captured on Tuesday, make five in all again under restraint. The remaining three are likely to remain long at liberty.

It is with great regret we have to record the death of Dr. Dennys, District Judge and Protector of Chinese in North Borneo. Dr. N. B. Dennys in the course of a long career in the Far East had a varied experience. He originally came out as Assistant Paymaster in the Royal Navy, and from thence was transferred to the Consular Service, and was for some time in the Legation at Peking. Wielding a ready pen, however, he thought journalism was his vocation, and left the service to take the editorship of the *China Mail*, of which he also became part proprietor with Mr. G. M. Bain. Tiring of this profession, in turn, he became in 1876 Secretary of the Hongkong Chamber of Commerce and Curator of the City Hall Museum, and during his short tenure of the latter post he added materially to the somewhat scanty collection in that institution. In 1877 he joined the Civil Service of the Straits Settlements, and continued there for many years as Assistant Protector of Chinese and subsequently as Magistrate. Towards the close of the eighties he accepted a pension and retired, but a few years' residence in the old country proved sufficient for him; he longed for sunnier climes, and eagerly accepted employment in the service of the British North Borneo Company a few years back, and took up his residence in Sandakan. His health had been failing latterly, and he came over to this Colony for a change a few weeks ago, but without receiving any benefit, for he died at the Peak Hospital on the 5th inst., at the age of 62. Dr. Dennys was the author of several useful works on China and the Malay Peninsula, and his book on Hongkong and the Treaty Ports of China was for many years the standard work on the subject. He was not only a facile writer but also a linguist of considerable attainments, a ready speaker, and a sparkling conversationalist. His brother, Mr. Henry Lardner Dennys, of the firm of Messrs. Dennys and Bowley, was lately Crown Solicitor of this Colony. He leaves a wife and several children.

A correspondent writes to the *N.-C. Daily News* from Weihaiwei that piracy is very bad in that part of the Yellow Sea, and though boats and men belonging to the British territory are suffering, the navy do not seem to be taking any steps to repress it.

Steamers reaching Shanghai before the last mail left, reported the *Daphne*, the *Iltis*, and two French gunboats at Hankow, the *Redpole* at Kiukiang, the *Linnet* and a German gunboat at Wuhu, the *Alacrity*, *Bonaventure*, and a French and a German cruiser at Nanking.

The *Japan Mail* thinks that the recent executions at Paotingfu will be classed by the Chinese "in the catalogue of dreadful outrages that already stand registered to the eternal disgrace of foreign troops in Chihli." If this is so, a statement in the *Peking Gazette* is required to avoid such a misconception being perpetuated.

The Chinese Imperial Post announces for this winter a maritime service to the northern ports leaving Shanghai by the first steamer leaving Shanghai for Chefoo after the arrival of mails from abroad, and an overland service to the ports, which will leave Chinkiang for Tien' and *vice versa* three times a week from about the 11th inst. to the 21st of February.

The steamers arriving at Shanghai last week from the north reported heavy weather outside. At the outer bar, Taku, there was quite a fleet of steamers waiting for lighterage. As there is very little water just now, only light-draught vessels can get over the bar. As yet little ice has formed in the river, not enough to interfere with the working of cargo.

The *Shen Pao* reports a disastrous fire which occurred on the 1st of the present Moon (22nd ult.) outside the West Gate of Nanking. About 200 dwellings were consumed. While the property destroyed represents no great value, the population of the place consisted mostly of fishers and fuel-gatherers, and the distress occasioned is probably very severe.

At a meeting of the Consular Body at Shanghai on the 28th ult. it was decided to publish a prohibition of the importation of articles which may be used in the manufacture of war material. Mr. Odagari, the Japanese Consul, however, under instructions from his Government, has withdrawn his name from the list of Consuls signing the proclamation.

The annual social meeting of the Union Church was held last evening at eight o'clock, when an enjoyable musical programme was submitted, to which Mrs. Mudie contributed with her usual success. The other parts were also ably sustained. At the close, on the call of Mr. Mackenzie, the secretary, a hearty vote of thanks was awarded those responsible for the programme.

With reference to the enlargement of the Japanese Concession at Tientsin, a *N.-C. Daily News* Tientsin telegram of the 1st inst. says:—The Japanese Concession has been enlarged on the north as far as the South Gate of the native city. It is intended that part of the city wall shall be demolished, and the low ground filled in and made to connect with the city of Tientsin. Work has already commenced. The Extension to the Concession measures about 500,000 tsubo, or 2,000,000 square yards, or over 430 acres.

Latest reports from Soochow reveal a most satisfactory state of affairs up to the end of November. The city is absolutely peaceful partly owing to a fine rice-harvest, but still more to the excellent conduct of the Acting Governor and other high officials. The Soochow correspondent of the *N.-C. Daily News* writes:—"Not a foreigner in Kiangsu, so far as is known, has been molested, not a chapel disturbed, not a Christian injured, not a placard posted! All honour to our noble pro-foreign Governor! High mandarins of this class should not be forgotten when the new régime is inaugurated."

A noteworthy explanation of the present attitude of Russia towards China is published in the *Neue Freie Presse* of Vienna, from a special source in St. Petersburg. According to the writer, the Tsar's long stay in Livadia was owing to his desire to study the Chinese problem in solitude. Enthusiastic plans concerning Russia are said to fill the Tsar's mind, although no one shares his confidence in regard to them. It is pretty certain, however, that the Tsar holds firmly by Prince Lobanoff's schemes for Russia's future in Asia—schemes for effecting the moral subjection of the peoples of East Asia on the lines successfully practised in Central Asia. This is offered in explanation of the consistency of the Tsar's policy on the Chinese question with his ideal of universal peace.

A recent copy of the *Daily Chronicle* discusses the question of the false telegrams from Shanghai about the "Peking Massacre," and says:—It will be remembered that the foreign editor of the *Daily Mail* wrote to the *Times* laying before the editor of that journal the original "flimsies" of the telegrams it had received from Shanghai. The *Times* acknowledged that this course of action established the bona-fides, at any rate, of the staff of the *Daily Mail* in London. But, so far as we have seen, this course of action was never followed by the *Daily Express*, the chief offender. Two things, therefore, remain to be done—first, that the *Daily Express* should lay the original telegrams before an impartial authority, so as to show whether the whole of these lying tales were really transmittted from Shanghai, or whether some of them were not concocted in London; and, secondly, both the *Daily Mail* and the *Daily Express* should give up the names of their correspondents, so that they should henceforth be banned by all decent papers, and the enormity of their crime thus brought home to them.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT].

SHANGHAI, 6th December, 8.25 p.m.

THE SHANGHAI TAOTAISHIP.

Liu Kung-yi has ordered the present Taotai to remain at Shanghai until the arrival of a successor next year.

EXPECTED MOVEMENT OF THE COURT.

It is reported on good authority that the Chinese Court is preparing for an early departure from Hsianfu. Very probably the Imperial party is coming to Wuchang.

REUTER'S SERVICE.

LONDON, 4th December.

THE FIGHTING IN SOUTH AFRICA.

Later advices give General Paget's losses as:—Col. Lloyd, killed, 9 officers wounded, 13 men killed and 59 wounded.

SPEAKER OF THE HOUSE OF COMMONS.

Mr. Gully has been re-elected Speaker of the House of Commons.

PRESIDENT MCKINLEY'S MESSAGE.

President McKinley in his message to Congress says that friendly relations between the United States and Great Britain continue. The need of a definite demarcation of the Alaskan boundary is emphasized. Full punishment of culprits in China is demanded. Compensation, partly payable by increased guarantees of the security of foreign rights and the opening of China to the commerce of the world is suggested. The message declares that the influence of Japan, as a factor in promoting the general interests of peace and order and of fair commerce, cannot be over-estimated.

GREAT BRITAIN AND GERMANY.

The political circles in Berlin believe that the rebuff to Mr. Kruger marks the beginning of a new era in Anglo-German relations.

THE NEW PACIFIC CABLE.

The British Government has accepted a tender of £1,795,000 for the new Pacific Cable, to be completed by 1902.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transport *City of Cambridge* returned yesterday from Shanghai.

The German battleship *Weissenburg* arrived from Woosung.

The U. S. transport *Scindia* reached Hongkong yesterday from Cavite and went into dock.

THE KALGAN EXPEDITION.

The following remarks from the leading article in the *N.-C. Daily News* of the 3rd instant throws some light on the incomplete and rather mysterious telegram last week about a serious reverse to the German expedition to Kalgan:—

We get so little news of military movements (says our contemporary) that it would seem the censorship must be at work again. We have heard very little of the proceedings of Count York von Wartenburg, who was in command of the Kalgan expedition, and what we have heard has come principally through German sources. We heard that Count York, after accepting the surrender of Huailai, was deterred from proceeding to Hsuenhua because he heard that a force of 10,000 Chinese troops would oppose him there, and had sent back to Peking for reinforcements. It seemed impossible that any European commander should hesitate to attack 10,000 Chinese with 2,000 Europeans, and we were glad to get the subsequent news that Count York was marching on again without waiting for reinforcements. The Chinese, of course, made another strategic movement to the rear when they heard that the German expedition had started again. On the 27th ult. we heard that Count York had occupied Hsuenhua without fighting, and that he sent a flying column to harass the Chinese, who had come up with the Chinese General's rearguard and killed some thirty of them. Then came the news that the Germans had met with a serious reverse; our correspondent at Tientsin refers to it as an occurrence of which we were expected to have the particulars already, but nothing more than this has been made public here. Then we have the news published this morning that Count York was killed by charcoal fumes on the night of the 27th ult. Travellers in Mongolia in the winter, and men who go up on shooting expeditions, are always warned not to go to sleep with a charcoal stove in their room, and it is a really terrible thing that a distinguished soldier should be carried off thus ignominiously in the course of an almost bloodless campaign. It appears that Count von Waldersee, the Commander-in Chief, was himself about to start through the Nankou Pass to see what the expedition was doing, but deferred his departure from Peking, no doubt to make fresh arrangements in regard to the command of the expedition, when the news of Count York's death reached him. The news of this sad event will probably be circulated over China as a great victory for the Chinese, and some unfortunate wretch's head will be sent to the Empress Dowager as being that of the German commander.

NEW GOVERNOR OF CHEKIANG.

The removal of the Governor of Chekiang from his post by Imperial edict, and the appointment in his place of Yun Tsuyi, the present Provincial Treasurer, gives considerable satisfaction both to the Chinese and foreign officials in the Yangtsze region, says the *Mercury*. Liu Shutang, the removed official, is old and has been very feeble in his rule for some time past. He allowed the proclamation ordering the extermination of foreigners to be posted in his jurisdiction, and afterwards had to withdraw it, but not before the evil had taken root, with the result that the Chuchow massacre followed. Latterly he has failed to keep the disorder reported on the sea-coast down, and generally he has been a thorn in the side of the authorities keeping order in these regions. His successor, on the other hand, has a good record for firmness and ability, and according to the reports of Chinese officials at Shanghai is certainly not intensely anti-foreign, to say the least. He is expected to put affairs right within his government in very short order.

THE MIAOTZE "RESCUE ARMY."

Referring to a Wuchang despatch published about two months ago in its columns reporting the arrival at Siangtan, Hunan, of some 5,000 Miaotze aboriginal troops who had been raised in Kweichou for the "rescue" of the Empress Dowager in the North, the *N.-C. Daily News* now quotes a second despatch to the effect that, owing to want of funds to pay these Miaotze troops as well as lack of supplies *en route*, this Miaotze brigade is still at Siangtan, having refused to march another step unless given their full dues. Of late the impatience of the aborigines has caused them to prey upon the country; and to stop them from doing so—they had hitherto maintained some discipline—the Governor of Hunan, Yü Lien-san, has been compelled to give the troops one-half of their pay, the remainder to be paid by the Governor of Kweichou, who sent them up North.

THE BLOCK IN PEACE NEGOTIATIONS.

Letters from members on the staff of Viceroy Li Hung-chang lately received at Shanghai, says our morning contemporary there, unanimously declare that Prince Ching and Viceroy Li Hung-chang have not been able, so far, even to begin peace negotiations with the Foreign Ministers in Peking owing to the difficulty of performing some of the preliminary demands of the Powers before the negotiations can be allowed to commence. For instance, it is demanded that General Tung Fuhsiang must be executed first. Seeing the Court is at present within the toils of General Tung at Hsian it must be obvious to all that this demand would be impossible, under present circumstances, to perform satisfactorily. Another demand was that a Reform Government must be started immediately. This again is an impossibility just now, for with only one or two milk-and-water exceptions—otherwise they would never have succeeded in remaining in Court until now—all those now around the Throne are strong conservatives and bigoted reactionists. The difficulty in removing all these under present circumstances is evident enough to any person.

ARRIVAL OF EARL BEAUCHAMP IN HONGKONG.

The Rt. Hon. Earl Beauchamp, late Governor of New South Wales, arrived yesterday in Hongkong by the *Australian*, and is stopping at the Hongkong Hotel, leaving again by the *Sobrano* for Singapore. Lord Beauchamp's term of office in New South Wales was a short one, as he only arrived in July, 1899. It was officially stated before he left Australia that in departing so soon he considered that such a course was best in view of the desire of each colony to rearrange its local Governorship. The *Sydney Morning Herald*, commenting on his departure, says that if his period of office has been a short one, it cannot be said that it has been an idle time. "Indeed, his Excellency has participated in some history-moulding events in this the mother colony of the group," our contemporary continues. "He was not long here before the political horizon was overcast, and when the storm burst it was to the accompaniment of the wreck of the Reid Ministry. Lord Beauchamp had to decide whether a dissolution of Parliament should follow, and his decision was in the negative. He sent for Sir William (then Mr.) Lyne, and that gentlemen formed a Government which is still in power. The Governor also saw, from an Australian coign, the practical completion of the Federal Constitution—the making of a new nation—an epoch-marking event which is sufficiently gigantic and unique to be in itself a cherished memory; but in addition his was the Governorship when Australia poured her soldiers out to help the Empire's cause in South Africa, and his was the Governorship, too, during that very bold act of administration—the uprooting of houses and resumption of property for the purposes of stamping out the bubonic plague. Lord Beauchamp has, it is safe to say, seen more of New South Wales and Australasia in 15 months than any of his predecessors did. He thoroughly explored the North Coast districts, journeyed across the west to Broken Hill, visited New Zealand and some of the islands, and made many incursions to the interior of the colony."

Lord Beauchamp was born in 1872, and educated at Eton and Christchurch, Oxford. Before coming out to Australia he served as Mayor of Worcester, being one of the youngest Mayors on record. He is unmarried, and during his stay at Sydney his sister, Lady Mary Lygon shared with him the social responsibilities of his position. Our Australian contemporary records that in addition to being a considerable traveller, he evinced great interest in matters appertaining to the Church, art, music, education (particularly technical education), and some aspects of sport. He was Commodore of the Royal Yacht Squadron at Sydney and was owner of a yacht.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

GERMAN DECORATIONS IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 5th December.

SIR,—There must be some mistake in your statement to-day from the *Cologne Gazette* about the award of second class military honour decorations by the German Emperor.

The decoration was not awarded to *all* the men who took part in the different places; only the crew of the *Iltis*, 101 non-commissioned officers, petty officers and men, got it as a whole.

Altogether 266 decorations of this class (not 248) have been awarded, so that 165 have been distributed on the different landing parties.

For these 165 decorations there were in competions, officers always excluded:—

	Men
With Admiral Seymour, under Capt. v. Usedom	426
Taku storming-party, under Capt. Pohl ... about	145
Tientsin garrison, before capture of Taku ... about	106
Tientsin garrison, later on move: 1 company, marines	240
Tientsin garrison, later on move: Transport and Engineers' Staff	30
Altogether, without officers ... at least.	1,007

Yours sincerely,

ROLLMANN,
Capt. S. M. S. *Gefion*.

[The statement to which our correspondent refers appears in the home papers, which quote the *Cologne Gazette* as their authority. Unfortunately we cannot refer to the original statement in the Cologne journal. We are glad to be able to publish Capt. Rollmann's correction—Ed. *D.P.*]

HONGKONG SANITARY BOA

Yesterday afternoon a meeting of the kong Sanitary Board was held. The H (the Hon. R. D. Ormsby, Director o Works) occupied the chair, and there w present the Hon. F. H. May, C.M.G. Superintendent of Police), Dr. Bell Principal Civil Medical Officer), Major R.A.M.C., Mr. J. McKie, Dr. Hartig E. Osborne, Dr. F. Clark (Medical O Health), Mr. Fung Wa Chuen, and M Woodcock (Secretary).

THE MALARIAL MOSQUITO.

Dr. HARTIGAN, pursuant to notice, m "That the Government be requested a subordinate officer to be specially im in the manner of recognising and destr anopheles pools, and that such officer be to report periodically to this Board the and condition of these pools, and to carry o orders as the Board may give, for the of lessening the prevalence of malarial fe certain portions of this Colony." He Although we may not all be prepared to e the theory enunciated by the latest sch malarial enthusiasts, who hold that where are no mosquitoes there can be no malarial still the greatest sceptic or most doctr pseudo-scientific layman must admit that research, in places so far apart as West A Italy, Cuba (to which we must now add H kong), has completely proved the connec between infected anopheles and subsequent breaks of malarial fever in persons bitten them. It is consequently incumbent on us the Sanitary Authority of Hongkong to e deavour to stamp out by every means in o power these dangerous pests. Fortunately th means of dealing with anopheles is both simp and inexpensive, but their very simplicity giv rise to the danger of the methods being neglect or undervalued. To be effective the treatme must be, to use a phrase my countrymen on th Board will understand, continued at regul intervals, and it is for this reason, that respon sibility should rest on one person. Drs. Thom son and Young, who are now working on th subject, are willing to give the Board ever assistance, and I may state that their furth researches in Hongkong and the New Territo confirm the accuracy of the anopheles theo as regards this colony. It may be objected th it would be impossible for one man to supervi the whole colony, but this is a matter of det into which I have purposely not entered, should my motion be carried and the Gover ment accede to our request, the choice of officer, the districts to which he should p special attention, and the general direction his work, can very well be left to the good sen and discretion of the President and Medic Officer of Health. The Vice President h I notice, minuted that this is a matt for the Medical Department. I should be sor to believe that Mr. May, who has prov himself during many years such an active a efficient member of this Board, and who opinion naturally carries great weight, is ignorant of Sanitation as his minute impli I cannot help thinking that he has been misl by the expression "*treatment* of anopheles pools as of course *treatment* is always the prerogati of the Medical Department, but the *preventi* of disease is the first and most important du of a Sanitary Board, and if dealing with an pheles is to be handed over to the Medical D partment, the P.C.M.O. should also be asked undertake the collection and decimation of ra the destruction or disinfection of contaminat clothing, and the cleansing or demolit of houses harbouring the plague bacill or contagion of small-pox. It must be d tinctly understood that the object of proposal is for the purpose of dealing w and eradicating the anopheles pools on this course being, as I said, simple, inexpens and effective; but I by no means wish to under or set aside those larger measures for getti rid of sub-soil water, or training nulla or afforestation, all of which are most neces and would prove extremely beneficial to health of the colony, but which, since th entail a considerable outlay, require careful c sideration and much time for their completio Meanwhile I propose to carry out measures whi have been found effective elsewhere and w I believe, convert many houses which are n practically fever-dens into healthy habitatio and open up numerous sites which, having n an unenviable reputation, are lying was notwithstanding the large growing want increased house accommodation. Closely all to this subject is that of the skilled sup vision of the various nullahs in the colon Both the quite recently built nullahs Kennedy and McDonnell Roads, and the ol "trained" ravines in the West district, requi attention, being, with their luxuriant folia most rural and artistic, but a perfect parad for mosquitoes, with the exception of th running through the Richmond Park, wh have lately been cleared. I take it that so lo as the masonry is in order the P.W.D. is sa fied, but not so the sanitarian, and here seems to me the duties of the Sanitary Bo and Public Works overlap. The Sanitary S veyor and proposed inspector should be able deal with the difficulty. The latter office be no sinecure and the work will certainly i prove the health of the colony.

Mr. OSBORNE thought that, whatever views of the Board might be, there could be harm in going to some expense to test correctness or otherwise of the proposal before the Board.

Dr. BELL said he rose to make an explanati one which he was sorry he had had no opp tunity of already making. This matter had b engaging the attention of the Government some months past, as was also the question getting someone to do the work of medical officer told off to do the wo Shortly, Dr. Thomson had been comm sioned to act as Medical Officer of Health mosquitoes. Dr. Thomson was well known a specialist in mosquitoes, and would make special study of the whole matter and send his reports—special reports, monthly repo weekly reports, and so on—to the Governme An account of his investigations would doubt be also sent to the Sanitary Bo As to Dr. Hartigan's proposal, that gen man had dilated on the cheapness of method outlined by him. Personally he not believe in cheapness. The mosquito b he was convinced, was going to cost mo but then money should be spent. The sche was an extensive one, and he expected would have to exercise their patience for a ti It could not be expected that everything co be done immediately. It only remained them to put extra confidence in Dr. Thom and to support his views. In view of appointment of Dr. Thomson as spe medical officer, he did not see the neces for another man. The only difficulty would be to get some one to do Dr. Th son's work, and that difficulty, he had been to understand, was almost over.

The Hon. F. H. MAY said that when brought this matter before the Medical partment he had in his mind's eye whet or not it was only in the initial stage. enquiry would be a very big one, they had a lot to learn before they reached final stage. As to the expense that would entailed, he would cite one instance, the of the Taipo Police Station, which was suffer

severely from malaria. If any member of the Board had been to Taipo, he would know that in the vicinity of the police station there were acres and acres of paddy fields. These paddy fields were ideal breeding-places for mosquitoes, and to exterminate them would necessitate the covering-up and draining of these paddy fields—an operation that would run away with an enormous amount of money.

The PRESIDENT—Do you persist in your motion, Dr. Hartigan?

Dr. HARTIGAN replied that he did. Dealing with the one question of draining these nullahs, he had it on the distinct authority of Dr. Young that to get rid of anopheles pools was a simple and inexpensive matter. It seemed to him that the appointment of Dr. Thomson as special medical officer was not required. His idea was that a Superintending Officer should be taught to recognise an anopheles pool and report its existence and situation to the Public Works Department, which could see to its filling up with cement or lime, attention being more particularly paid to such pools that existed close to European habitations. This other proposal meant procrastination. They should require to wait an indefinite period for Dr. Thomson's reports.

Dr. BELL—Excuse me, I said his reports would come in from time to time. Dr. Thomson will have complete control of everything. It will be entirely for him to say where mosquitoes breed, and directly he has got the place he will report on that fact, and it will devolve on either the Government or Public Works Department to carry out what he advises.

Dr. HARTIGAN said that after Dr. Bell's explanation he placed himself altogether in the hands of the Board in the matter of the motion advanced by him. He did not wish to press it on the Board if it was thought there was no necessity for it.

Mr. OSBORNE was of opinion that Dr. Hartigan's motion should stand. He thought the scheme laid down by Dr. Bell far too extensive to be carried out in their time, and Dr. Hartigan proposed a very simple and practical method of dealing with the question. It would be some time before Dr. Thomson would be at liberty, and what little they could do now should be done.

Dr. BELL—I have already told you that the scheme is practically finished; it only remains to get a man to do the other man's work. Inside of a month we shall have a skilled man at work. It is not a question of a lifetime. You will have the reports in the first or second week in January. I think, if the Government give you a skilled man, there is no necessity for having another.

The Hon. F. H. MAY—I understand that, supposing Dr. Thomson does find half-a-dozen of these pools, he will recommend that they be filled up, and they will be filled up.

Dr. BELL—When Dr. Thomson has any suggestions to make he will make them, but whether they will be carried out of course I cannot tell you.

Dr. CLARK presumed that since a European was to accompany Dr. Thomson in his visits to these pools, this man would see that all work was carried out in accordance with the views of Dr. Thomson. It was a very excellent scheme, and would enable the doctor to get the work done much more expeditiously than otherwise would have been the case.

The Hon. F. H. MAY said the whole matter had been taken up by the Government, and the Board had other matters to which it might better direct its attention. He begged to move as an amendment "that the Board ask the Government that the reports of Dr. Thomson in the course of his investigations into the question of anopheles and his views on the treatment thereof should be forwarded from time to time for their information."

Dr. BELL seconded.

Dr. CLARK rose to a point of order. It seemed to him that the amendment was no amendment at all—merely an addition to the resolution.

Dr. HARTIGAN asked Mr May if he had any objection to adding it to the original resolution.

The Hon. F. H. MAY objected to this proposal, and maintained that the amendment was perfectly in order.

After some discussion the PRESIDENT ruled that the amendment was quite in order, and proceeded to put it to the meeting.

The vote resulted in the amendment being carried by a majority of one, five voting in its favour and four against.

The members in favour of the amendment were the President, the Hon. F. H. May, Dr. Bell, Major Brown, and Mr. Fung Wa Chuen.

NEW INFECTIOUS HOSPITAL IN KENNEDYTOWN: THE MARKET QUESTION.

Dr. HARTIGAN, pursuant to notice, asked the following questions:—

(*a.*) Will the President lay before the Board plans of and reports on the new infectious hospital at Kennedytown, together with such other information thereon as may enable the Board to judge of its suitability for the purpose intended?

(*b.*) Will the President furnish a short statement as to what has been done, or is in hand, regarding the proposed extension of the Western Market, and the proposed Market at Kowloon?

The PRESIDENT, answering the first question, said—As President of this Board I have the custody of no plans or reports which are not equally open to any other member of the Board. As Director of Public Works I am not *ex-officio* President, and any plans or papers required from me as Director of Public Works should be asked for through the Hon. the Colonial Secretary. But on this occasion I am prepared to save time by replying. The plans asked for are for a building to be erected by a private and independent institution. I cannot lay them before the Board without express instruction from Government. The same remark applies to the reports which are contained in Colonial Office files.

The PRESIDENT, in replying to the second question, said—There is no proposal that I have heard of to extend the Western Market, consisting as it does of a number of badly arranged, badly constructed and insanitary buildings. It is proposed to build a new market on the reclaimed land in front of the Harbour Office, a site selected by a committee (on which three members of this Board served) especially appointed for the purpose by His Excellency the Governor. The plans for this new building are being prepared by the Public Works Department, in consultation with the Medical Officer of Health and the Colonial Veterinary Surgeon, and will in due course be laid before the Board. As regards the proposed market for Kowloon, a committee was appointed by His Excellency the Governor to report on the subject and select a site. The preparation of the plans is now in hand. These plans will, in accordance with instructions, be laid before this Board in due course.

Dr. HARTIGAN—Can you give us any approximate time when these public works will be completed?

The PRESIDENT said that with regard to the Western Market foundations similar to those required for the New Law Courts would have to be put in, and he did not think the work could be completed in two years. With regard to the proposed market at Kowloon, as the proposal was only brought forward a couple of months ago it would be necessary to sanction a supplemental vote to get the work done next year. There would be no difficulty about the foundations of this market.

THE SANITARY IMPROVEMENT OF THE COLONY.

The Hon. F. H. MAY said that at the next meeting of the Board he proposed to ask the following question:—"What steps have the Board taken in answer to an invitation given to the Board in June last by direction of the Officer Administrating the Government to formulate a scheme of sanitary improvement in the colony."

THE KOWLOON WATER SUPPLY.

The following reply, dated December 3rd, from Government relative to the Kowloon water supply scheme was submitted:—

"In reply to your letter No. 176 of the 23rd ultimo, regarding the Kowloon water supply, I am directed to inform you that the details of the scheme will be published at an early date."

THE OUTBREAK OF FOOT AND MOUTH DISEASE AT POKFULAM.

Having been directed by the Board to furnish a report as to the origin of the outbreak of foot and mouth disease at Pokfulam,

Mr. Ladds (Colonial Veterinary Surgeon) wrote:—"I am unable to trace the origin of the outbreak of foot and mouth disease at the Dairy Farm premises at Pokfulam, but may state that the disease has been endemic upon many parts of the mainland during the last three years, and knowing its infectious nature can only surmise that the contagion was carried to the farm either in food-stuffs or by infected clothing worn by some of the company's employees."

The following minutes were appended:—

Major Brown:—"Importation of fodder from and visits of employees to the infected districts could possibly be traced."

Dr. Hartigan:—"It would be well to prohibit importation of fodder from infected districts. I think further enquiries should be made and information obtained direct from the mainland, if necessary, through someone despatched to make enquiries."

Dr. Clark:—"Instruct the Secretary to enquire from the Dairy Farm Company where they obtain their fodder from."

Dr. HARTIGAN said that in connection with this he might say that he had been told by a citizen who was well informed on these matters that numbers of cattle were landed in the colony without examination or supervision—that they were landed and Mr. Ladds knew nothing about them, and that consequently they could not be inspected. If that was true the colony was running a very great danger of infection. As far as he could learn certain cattle were landed, walked through the town, and infected some healthy cattle not very long ago—within the last two years. This was a matter more for the Police than for the Board. He gave the information for what it was worth.

Dr. CLARK—I think the Secretary might be instructed to enquire of the Dairy Farm whether they obtain their fodder from the mainland.

This was agreed to.

On the motion of the Hon. F. H. MAY, seconded by Dr. BELL, it was decided that the attention of Mr Ladds be called to the statement that cattle are landed in the colony without undergoing examination, and that an explanation be asked for as to how this occurs, and that he should report on the matter.

THE INSPECTOR'S QUARTERS AT KENNEDYTOWN.

Correspondence was submitted relative to the quarters of the Inspector in charge of the Animal Depots at Kennedytown.

Mr. Ladds (Colonial Veterinary Surgeon) wrote on the 13th ult.:—"Referring to your letter of the 29th ult. respecting the Inspector's quarters at Kennedytown, I have the honour to report that after making many enquiries Mr. Watson finds that it is impossible to obtain suitable temporary quarters anywhere in the district near the scene of his duties. As it is absolutely necessary that the Inspector should reside close at hand to have any proper control or supervision over the Slaughter House and Animal Depots, I therefore beg to recommend that he be allowed to remain where he is at present for the reason that the ensuing season is not generally considered to be the worst for malaria, and should it be proved conclusively that the anopheles mosquito is the *only* source of malaria, the larvæ of these insects can be very quickly killed off for the time being in the few pools in which they have at present been found at Kennedytown, but unless these pools are then filled up at once or, better still, drained, as long since recommended by Dr. Clark and myself, the anopheles will reappear in them directly any effort at killing them is relaxed. This I proved during the whole of last cool season, having treated the pools which they affected periodically, with the result that during the latter part of that time none could be found anywhere in the district, but directly the rainy season commenced they were soon back again and thoroughly re-established in their old quarters."

The following minutes were appended:—

The Hon. R. D. Ormsby:—"Send copy to Colonial Secretary and say I see no reason why Mr. Watson should not remain in quarters. Ask the C. V. S. to kindly explain how a natural stream or water can be drained. The usual meaning of draining is to remove all water from."

Mr. Ladds:—"In answer to the latter part of the President's minute, I beg to point out that in my letter of the 13th November I made no mention of draining the natural stream or water-course, by which I presume he means the nullah, which runs down the hill-side in front of the Inspector's quarters, but simply referred to the small pools which abound in the Kennedytown district, independent of the natural stream or water-course. I may further mention as an afterthought that, although Inspector Watson has failed to find suitable temporary quarters near the scene of his duties, perhaps one of the Government Villas at the Peak is available, and should it be thought desirable the Inspector might go there, retaining the allowance for conveyance expenses to and fro, and to assist in defraying the extra cost of living at the Peak, such as increase in servants' wages, fuel, etc. At present Mrs. Watson is in bed suffering from an attack of fever which she has had for nearly a week. For these reasons I beg to suggest that this minute be also referred to the Hon. the Colonial Secretary for the information and decision of His Excellency the Governor."

Dr. Hartigan:—"It is a most unusual proceeding for the President to say he sees no reason why Mr. Watson should not remain in his quarters, when the Board have decided otherwise. There seems to be no supervision of depôts at present."

Mr. McKie:—"Agree with Dr. Hartigan."

The Hon. F. H. May:—"This officer should not be allowed to reside at the Peak. I don't believe that no quarters are obtainable in Kennedytown."

The PRESIDENT, alluding to Dr. Hartigan's minute, said he really did not see why the President should not express an opinion as well as any other free man in the colony. If Inspector Watson liked to live at the quarters at Kennedytown he did not see why he should be interfered with. The other day he was down at Kennedytown and he discussed the matter with Inspector Watson for about half-an-hour. He himself was in good health, although he had previously suffered from fever, and his children were as healthy as any he had seen. His wife seemed to be fever-stricken, but when the man preferred to live in the quarters at Kennedytown to going to live in a flat at Kennedytown or at the Peak he should be allowed to live there.

After some little discussion it was decided, on the motion of the Hon. F. H. MAY, seconded by Dr. BELL, to recommand that Inspector Watson be allowed to remain in his quarters at Kennedytown during the cool season.

THE DISPOSAL OF THE CARCASES OF CATTLE AND PIGS.

Correspondence was submitted relative to the disposal of the carcases of cattle and pigs.

Mr. J. J. Bryan, Sanitary Surveyor, in a letter dated 3rd December, said:—"The only piece of available ground that I can find in the vicinity of the Cattle Market is the portion coloured red on the enclosed tracing, of which only about 2,000 square feet can be used, as the ground is rather marshy. I have had it cleared, the ground water diverted, and it is now ready for use. When I visited the present burial ground last Monday I found that a carcase of a pig had just been buried only one foot six inches below the surface of the ground. The stench all over the ground was abominable and led me to suppose that most of the other carcases were buried at about the same depth. To avoid a recurrence of this in the new ground I am having two trenches dug, one for cattle six feet deep and one for sheep and pigs five feet deep. If the C. V. S. will notify me when these are filled I will have others prepared. I would suggest that in future all carcases should be buried in lime. This ground is only sufficient to last for about two months, or at the most three, and it therefore becomes imperative that the Board make other arrangements for the disposal of these carcases. In my opinion, as previously stated, a crematorium for cattle would be found to be too expensive in working, and I would suggest that after the present ground is used, and pending the erection of a destructor, all condemned carcases of animals should be taken out to sea and under proper supervision weighted and thrown overboard."

Dr. Hartigan minuted:—"Would it not be well to use lime over the old portion of the burial ground as well as over the new. Carrying carcases to sea is ineffective and expensive. At least that was the general opinion when the experiment was tried in 1896 (?) at the Dairy Farm.

The Hon. R. D. Ormsby—"I have written to England and Bombay for plans and estimates for a suitable crematorium for disposing of the carcases of cattle and pigs, and a German firm are also going to send in a tender with plan. Before anything can be built I think we will have to resort to taking the carcases out to sea."

Dr. HARTIGAN said that the place where these carcases were being buried was getting in close proximity to the new infectious hospital, and that was one reason why he wanted to know where the infectious hospital was going to be placed.

Dr. CLARK thought the attention of the Government should be directed to the urgency of this matter. The waste land in the neighbourhood of the Cattle Depots had for years past been used for dumping dead cattle and dead pigs, with the result that the soil was saturated with decomposing animals and was most offensive to the smell. On his suggestion a week or two ago the Sanitary Surveyor visited the spot and marked out an additional site for the interment of these carcases, but he told him that would only be sufficient for three months. It would be within the recollection of the Board that in June, 1899, the Board recommended the erection of a refuse-destructor at Kennedytown and that it should be used also for the destruction of these dead carcases. It was used as an argument by Mr. Ladds for destroying these carcases by fire instead of burning them that as soon as these carcases were interred they were sometimes dug up by coolies, who sold them to shops. When some two months ago the Government replied to the Board saying they were not prepared to proceed with the erection of a refuse-destructor he recommended that they should ask the Government to put one up for the destruction of those dead carcases alone. Since then he had made enquiries and had found that it would be extremely expensive to have a destructor for the destruction of carcases of animals alone. In 1896 it cost them over $150 to destroy the carcase of one cow which died of rinderpest. That was possibly more than it would have cost them if they had had a refuse-destructor, but he did not think it would cost much less than $40 to $50 to destroy a carcase in one of these cattle destructors. Under these circumstances he begged to move that the Board again direct the attention of the Government to the urgent necessity for a refuse-destructor at Kennedytown, so that they would be able to destroy the carcases of animals in addition to dealing with the refuse of the city. In the letter covering that resolution the Secretary might point out that it would be more economical to do this than to erect a destructor for animals alone.

Mr. OSBORNE seconded.

The Hon. F. H. MAY said that this matter of a refuse-destructor was one of the sins of omission which had unjustly been laid to the charge of the Government. It had been many times before the Government. As a matter of fact he happened to know that the stumbling block was the unofficial members of the Council. It had been before the Public Works Committee more than once, and it had been invariably thrown out by the committee, and he believed that the reason was that this refuse-destructor which they had recommended from time to time was not put forward as a refuse-destructor for the whole of the city but only as an experiment by the Public Works Committee. They thought that if this one succeeded there would be various other refuse-destructors wanted and they might be landed into very heavy expense. He believed that that was the difficulty. He thought that instead of passing the resolution of the Medical Officer of Health it would be a good thing to appoint a sub-committee of the Board to go into the question *de novo* and ascertain, supposing the refuse-destructors were a success, how many refuse-destructors would be required and what would be the total expense. It was possible they would find that they did not want as many destructors as some people thought. He was in favour of a refuse destructor. He thought their present system was a slovenly one—carrying the refuse out to sea and letting some of it drop over the side of the boat into the harbour.

Dr. CLARK said that this question of experiment had been raised before. He had previously pointed out that the only reason why it was necessary to experiment was that it was absolutely necessary in every city to ascertain how many cells were required to destroy the refuse of the city. That, of course, was because of the varied character of the refuse. In England there was a large quantity of cinders; in India the refuse was totally different than the refuse in this city. Personally he did not see any use of appointing a committee to investigate the question. They had an excellent report on the question by Mr. Crook, the late Surveyor, who recommended six cells.

Mr. OSBORNE, in seconding, said that he thought two destructors at the most would be all which would be required.

The PRESIDENT said that before putting this matter to the Board he might say that this matter had been before the Public Works Committee more than once. In defence of the unofficial members he must say that they were not responsible alone for throwing it out. He as chairman of the Public Works Committee was very uncertain indeed with regard to these refuse destructors. They had been a success in some places and a failure in others. They had collected an enormous mass of correspondence on the subject from India, Singapore, and elsewhere, and this was waiting to go before the Public Works Committee again when he got a reply from Bombay. With regard to what seemed to be the most useful and economical destructor to put up as an experiment he must say that Mr. Cook's proposal seemed to him to be a very costly experiment indeed. Mr. Crook proposed that they should spend $60,000 to put a destructor at Kennedytown which would only deal with one-third of the refuse of the City. He did not mean to say it would cost three times that amount to deal with the whole of the refuse of the city, but Mr. Crook himself told the Public Works Committee that it would cost double that sum to deal with the total refuse of the city. He thought it would be a good thing to dump the refuse on to the barren territory on the other side of the harbour.

Dr. CLARK said that in view of the President's explanation he was prepared to withdraw his resolution. He merely wanted to ventilate the subject.

The motion was accordingly withdrawn.

LIMEWASHING.

Dr. HARTIGAN asked if any prosecutions had been instituted lately against persons for neglecting lime-washing.

Dr. CLARK said: Yes. To some extent they had been in abeyance because the lime-washing inspector had been in hospital.

THE HEALTH OF THE COLONY.

The death rate for the colony for the week ended Nov. 17th was 28.3, against 25.8 for the previous week and 23 for the corresponding week last year. The death rate for the following week was 40.2, against 17.0 for the corresponding week last year.

DEATHS IN MACAO.

The deaths in Macao for the week ended Nov. 18th numbered 47, and for the following week 43.

This was all the business.

SUPREME COURT.

Thursday, 6th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TONG V. POON HUNG, SUED FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTNERS IN THE YU TSEUNG SHING FIRM.

This is a claim for $1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiffs, and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

The hearing of the evidence for the defence was continued, and the hearing was further adjourned.

POLICE COURT.

Thursday, 6th December.

BEFORE MR. KEMP.

THEFT AT BENGAL LANCERS' CAMP.

A coolie was charged with stealing two pieces of brass and one frying-pan from the camp of the 1st Bengal Lancers. He denied the accusation.

A lancer deposed that he saw the defendant enter a tent and come out with the stolen articles in his hand. Witness, who was in his tent—the adjoining one—at the time, called out to another man to catch the thief, and defendant was arrested.

Defendant stated that he was passing quietly along when the last witness and another man caught hold of him and nearly killed him. They then charged him with stealing the articles, which they forced into his hand.

He retires from the public view for 14 days.

DOMESTIC TROUBLES.

Ng Man Cheung, coolie, Lo Su, fireman, and a woman named Lai Yut, were charged on the information of an Indian constable with behaving in a noisy and disorderly manner in the public street.

Third defendant, it appeared, is the sweetheart of the first defendant. Second defendant, like the proverbial false friend, made love to Lai Yut during Ng's absence. The latter, returning unexpectedly, found the amorous pair billing and cooing. This naturally made Ng mad, and he immediately proceeded to attack Lo Su, whom he invited outside for that purpose. Upon this the fickle Lai Yut held Lo Su by the jacket while the other "went for him!"

First and second defendants were bound over in personal bonds of $50 each to keep the peace for six months. Third defendant, who has just been delivered of twins, was discharged.

POCKET-PICKING.

Pang Tai, a sawyer, pleaded not guilty to frequenting a public place for the purpose of committing a felony.

P.C. Arie deposed he was on duty on Wednesday night outside the Ko Shing Theatre, when he saw the defendant push his way in amongst the crowd reading the placard. He turned round to see if witness was watching him, and believing himself unnoticed—witness had hidden himself—inserted his hand in the pocket of one man, who went into the theatre, presumably without discovering his loss. Witness arrested the defendant.

The accused, who said he was merely reading the placard when arrested by the constable, was sent to prison with hard labour for seven days.

STEALING FROM CIVIL HOSPITAL.

Yeung Wing, a coolie, indignantly denied having stolen a fowl from the Government Civil Hospital on the 4th inst.

A patient deposed that he saw defendant making off with the chicken, which he carried in a basket.

Defendant, who said he was under the impression that the basket contained feathers only, which he was taking to the dust-bin, was sentenced to 14 days' hard labour.

MORE UNJUST WEIGHTS.

Inspector Duncan brought another hawker up to-day on the above charge. The defendant was fined $15 or one months' hard labour.

BEFORE MR. HAZELAND.

DEFRAUDING THE POST OFFICE.

Chai Ling pleaded not guilty to a charge of attempting to convey letters other than through the Post Office.

He was convicted on the evidence of Lance-Sergeant Terrett, who arrested the defendant on board the launch *Perseverance*, bound for Macao.

His Worship imposed a penalty of $100, with the option of one months' hard labour.

PEKING AND TIENTSIN NEWS.

The following items are from the *P. & T. Times* of the 24th ult.:—

River traffic with Tung-Chow has been suspended.

The Medical College here is endeavouring to re-open, and get fresh members to supply the place of those who have left.

Yü Cho-yuen, President of one of the Boards, has reached Nanking, and handed Viceroy Liu a special Edict from the Court.

Auctions of furs, silks and curios are held twice a week now in the Lyceum Theatre by Messrs. Doney and Moller, and continue to attract crowds.

The *Chih Pao* states that the newly organised Board of Revenue in Peking received Tls. 600,000 on the 11th through the Hongkong and Shanghai Bank from the South.

The British Authorities are reported to have discovered three Honan officials who were known to have enlisted Boxers, Governor Yüe, a Brigadier-General and another.

From private sources we learn there are numbers of Boxers secretly practicing their arts in the City, and that the gentry dare not report them for fear of being assassinated.

We hear that the Peking line, which may be completed in about a month's time, will be run through the wall into Chinese City with a terminus near the Temple of Heaven. Good!

Capt. Wingate, accompanying a survey and reconnaisance party comprising detachments of the 16th Bengal Lancers and 24th Punjab Infantry, left Peking on the 12th instant, taking one month's rations.

The *Chih Pao* states that fifteen petty officials of the Court signified their willingness to secretly accompany the Emperor back to Peking, but the Dowager hearing of the plot had them seized and beaten to death.

The Chinese gentry in the Native City are considering some new methods of dealing with fires that occur in the City, and of summoning the firemen, as they are afraid to practice the former custom of calling the firemen together by beating gongs, lest it create disturbance with the foreign troops.

Chên Shu-ping, a Military official who surrendered to the Allies when Tientsin City was taken, and undertook to trace out Boxers for the Provisional Government, is said by the *Chih Pao* to be chiefly occupied in squeezing for his own interests, and is making a good thing out of any Chinese he can terrorise into giving him money.

A telegram was received at British headquarters here to the effect that the messenger from Taiyuenfu had been sent to Paotingfu to report the arrival in the former place of five or six English and Swedish Missionaries who were believed to be dead. They had taken refuge in the mountains, and had been discovered and brought back by the Prefect of Taiyuenfu who is now anxious to escort them to the coast. The name of only one missionary is given, Graham McKie. The Military Authorities at once notified the British Consul and the C.I.M.

The French Consul-General issued an express on Thursday to the effect that the French Concession has been extended from the present dividing line of the British and French Concessions to the mud-wall, and thence to the boundary line of the Japanese Concession and river at Machiaku, including all the territory and properties within these lines. The notice nullifies all contracts made since the 17th June, and invites all holders of title-deeds prior to that date to take their documents to the French Consulate to have them registered. We anticipate that some discussion will ensue in consequence of this abrupt announcement.

Mr. Pyke who has just returned from Peitaiho, confirms the previous reports of the destruction at that place. All the sheet iron and timber of the roofs, and every scrap of wood has been carried away or burnt. The dressed stones except those in the walls at the floor line, have also been hauled away. All the houses are very much alike and it would make a Peitaihoite sick at heart to see the roofless, broken walls of their before beautiful cottages. All the testimony gathered during a two days' stay in the neighbourhood, confirms the reports that the villagers, tradesmen and gentry in the immediate vicinity did the looting and burning. The work of destruction began within two hours of the withdrawal of the guard and ended June 25th. There were neither Boxers nor troops to speak of, the people alone being guilty, and they should be made to suffer severely.

THE TYPHOON AT GUAM.

THE LOSS OF THE "YOSEMITE."

Further particulars as to the recent destructive typhoon at Guam, and the loss of the U. S. S. *Yosemite*, are given in the *Manila Times* of Saturday last. That journal says that Guam was devastated on November 13th by the fiercest typhoon that had struck its shores within the memory of man. Houses were wrecked, the crops were ruined, and unless relief is at once sent the people will die of starvation. There were several vessels in the harbour, among them the cruiser *Yosemite* and the *Justin*.

The cruiser *Yosemite* was dashed twice upon the reef, then blown 100 miles out to sea, where she was abandoned and scuttled on the 15th ult. The navy collier *Justin* which had been in the harbour and miraculously escaped destruction, took off the officers and crew of the cruiser. During the early part of the storm five members of the *Yosemite's* crew were ordered to find shelter for the ship's launch in the lee of Cabras Island. The launch was capsized and all hands lost.

The storm came up suddenly at 8 a.m. The *Yosemite* was lying in the harbour with her fires banked and two anchors down. The direction of the wind was north-east until 1 p.m. when it suddenly shifted to south by east, and attained a velocity of 107 miles per hour. The barometer went down to 27.40 during the height of the storm. Before the *Yosemite* could get up steam she was dragging her anchor and drifting about a mile across the harbour. About 11 a.m. she struck on the South reef and knocked a hole in her forward compartment. She then drifted half a mile west, and brought up an hour later against a cliff near Sumaye, carrying away her rudder post and greatly damaging her propeller. About 1 p.m. there was a sudden calm for a few minutes, and then the wind blew with increased violence from the south west. During the interim a volunteer crew of twelve attempted to take a life-line ashore. Their boat was stove in and capsized and the crew thrown into the surf. After battling for an hour and a half on the sharp coral every member of the boat's crew reached the beach in safety. During this time the *Yosemite* was blown off shore and drifted away in the darkness. The cruiser was entirely helpless, the forward 80 foot compartment being full of water so that she was well down by the head. The engine room was fortunately watertight, so that it was possible to keep all the pumps going.

When the storm cleared, about 6 p.m., the *Yosemite* was found to be miles north and west of the island. That night and all of the following day she was kept afloat through the united efforts of officers and crew.

About 1.44 p.m. on the 15th the *Justin* was sighted and was soon alongside. After several attempts to tow the disabled cruiser, during which two chains and two Manila cables were parted, Lieut. Birore decided to abandon her. By 7 o'clock in the evening the 138 members of the crew, 26 marines and 9 officers were abroad the *Justin*.

Lieutenant Birore decided it would be best to scuttle the vessel before abandoning her. Chief Engineer Nichols of the *Justin* volunteered to go down into the *Yosemite's* engine-room and open the stop-cock. This was hastily done and the cruiser was left to her fate. About 3 p.m. on the 15th the *Yosemite's* stern tilted high in the air, and she went down bow first, her stern bursting open as she disappeared.

The *Justin* had a miraculous escape from destruction. Chief Engineer Nichols succeeded in getting up steam in wonderfully short order, despite the fact that he was totally unprepared. The *Justin's* anchors dragged. When the wind changed and it cleared for a few minutes, Captain Scott found that his vessel was but 100 yards from the cliff where the *Yosemite* was battering her life out. Fortunately his anchors held and the change of wind drove the *Justin* into deeper water, where she managed to ride out the gale.

The *Yosemite* was formerly the *El Sud* of the Morgan line. She was pressed into service as an auxiliary cruiser at the outbreak of the Spanish-American war and afterwards retained as a valuable addition to the navy.

The *Yosemite* was to have been transferred to Cavite in the near future and was to have been the flagship of the fleet there. She was valued at $1,000,000.

The warehouse of the Western Commercial Company store was blown down. The loss will be about $30,000. About six months ago the same Company sustained a loss of $12,000 through a typhoon. The natives say that the storm of the 13th was the greatest in the memory of the oldest inhabitant.

None can estimate the damage sustained by property in general, says our Manila contemporary. Not a house of any pretentions remains standing, and the crops are a total loss. Scarcely a vestige of green remains on the island. As copra is the only export the natives will have no income for years to come.

LATEST STEAMER MOVEMENT.

The N. Y. K. steamer *Hiroshima Maru* left Shimonoseki on Wednesday, the 5th inst., at 4 p.m., and is due to arrive here on the 10th instant.

EXPORT CARGO.

Per P. & O. steamer *Coromandel*, sailed on 24th November. For Manchester:—2 cases blackwoodware. For Glasgow:—2 boxes helmets, &c. For London:—35 bales raw silk, 25 pkgs. tea, 70 rolls mats, 20 cases dry preserves, 2 cases cigars, 1 case bird feathers, 3 cases private effects, 5 cases sundries, 5 cases bristles, 2 cases camphorwood trunks. For Lyons:—28 bales raw silk. For Marseilles:—35 bales raw silk, 270 pkgs. tea, 5 cases human hair.

POHOOMULL BROTHERS,
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS,
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [2795

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—
EXCHANGE LINES,
$80 Per Annum.
PRIVATE LINES,
$100 Per Annum.
NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK,
Including:—
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Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Note Address:—13, PRAYA CENTRAL.
Hongkong, 18th January, 1898. [525

NEW ADVERTISEMENTS

OWNERS WANTED.

FOUND, on Lamma Island, TWO LOGS OF TEAKWOOD, one 18 feet long by 16 inches square, other 26 feet long by 16 inches square. Owners apply to the undersigned.

F. H. MAY,
Captain Superintendent of Police.

Hongkong, 7th December, 1900. [3089

THE HONGKONG COTTON SPINNING, WEAVING & DYEING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 4, Pedder Street, Victoria, Hongkong, on SATURDAY, the 22nd December, at 12 O'CLOCK NOON, when the subjoined Resolution will be proposed. Should the resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.

That the following Section be substituted for Section 2 of Article XVI., namely:—

"2.—The General Managers may from time to time advance and lend for the purposes of the Company such monies as they may think necessary or desirable, at such rate of interest, and upon such terms as they may think fit, but so that the total amount for the time being so advanced and lent shall not at any one time exceed the sum of Two Millions of Dollars. All advances and Loans which up to the date hereof have been made by the General Managers for the purposes of the Company are hereby agreed to and confirmed, and shall be deemed to be, and shall be part of and included in the said sum of Two Millions of Dollars, and as security for the said sum of Two Millions of Dollars and every part thereof the General Managers may from time to time mortgage or charge all or any or either or any parts or part of the Company's Property, Lands, Stock-in-trade, Machinery, Goods, Chattels and Effects."

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th December, 1900. [3088

THE PHILIPPINE TRADING CO., LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship

"PAX,"

Captain Damster, will be despatched as above TO-DAY, the 7th instant, at NOON, instead of as previously notified.

For Freight, apply to

MELCHERS & CO.,
Agents.

Hongkong, 6th December, 1900. [3086

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above port TO-MORROW, the 8th instant, at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 6th December, 1900. [3085

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above ports TO-MORROW, the 8th inst., at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 6th December, 1900. [3087

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on THURSDAY, the 13th inst., at 4 P.M.

This steamer has superior accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th December, 1900. [3090

THE *HONGKONG WEEKLY PRESS* will be ready to-morrow and will contain:—

Leading Articles:—
- The Drift of Events in China.
- Honouring the Empress Dowager.
- The Case of King Lien-shan.
- The Blake Pier.
- What the Trans-Siberian Railway has done.

The Crisis: Telegrams.
Sanitary Board.
The Crisis in China.
St. Andrew's Ball.
Public Meeting on the Relief of Typhoon-Sufferers.
Fire in Queen's Road Central.
Daring Escape from American Transport "Grant."
Lady Blake at the Woman's Conference, Shanghai.
Canton.
Peking and Tientsin News.
Correspondence.
A. S. Watson & Co., Ltd.
Supreme Court.
The "Perseverance" Piracy.
Reviews.
Cricket.
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Boxing at the City Hall.
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Hongkong Chess Club.
Hongkong and Port News.

Subscription, $12 per Annum, payable in advance; postage, $2.

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Hongkong, 7th December, 1900.

FOR SALE.

TWO POWERFUL HYDRAULIC PRESSES.

For further particulars, apply to—
MESSRS. LAUTS, WEGENER & CO.

Hongkong, 5th December, 1900. [3069

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW (SATURDAY),
the 8th day of December, 1900, at 2.30 P.M.,
A VALUABLE COLLECTION of OLD and RARE POSTAGE STAMPS.

Catalogues can be had and Stamps on view at the Auction Room from To-day, at Noon.

TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 6th December, 1900. [3078

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW (SATURDAY),
the 8th December, 1900, at 2.30 P.M., at his Sales Rooms, No. 8A, Queen's Road Central,
SUNDRY HOUSEHOLD FURNITURE, PIANOS, &c.,
Comprising:—
DRAWING ROOM, DINING ROOM, and BEDROOM FURNITURE.
OVERMANTELS, PICTURES and ORNAMENTS.
One COTTAGE PIANO, by Collard and Collard, in good condition.
One COTTAGE PIANO, by Broadwood and Son.
One ½ PLATE CAMERA,
One JINRICKSHA.
One BICYCLE.
&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 6th November, 1900. [3077

GOVERNMENT NOTIFICATION.
No. 649.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 10th day of DECEMBER, 1900, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 24th November, 1900. [3053

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 10th day of DECEMBER, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Hung Hom Inland Lot No. 223	Hung Hom, Lo Lung Hang	50'	50'	150'	150'	7,500	86	2,250

GOVERNMENT NOTIFICATION.
No. 664.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 10th day of DECEMBER, 1900, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st December, 1900. [3054

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 10th day of DECEMBER, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Ma-Tau-Wei, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 1,113	Ma-Tau-Wei	30'	30'	60'	60'	1,800	14	90

PUBLIC COMPANY.

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1900, at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 21st instant until FRIDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares can be registered.

By Order—

A. H. MANCELL,
Secretary.

Hongkong, 9th November, 1900. [2348

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of $3 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

By Order.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th November, 1900. [2893

TEBRAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Interest at the rate of $10 per cent. per Annum is being Charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 8th November, 1900. [2839

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 9, Des Vœux Road, Victoria, in the Colony of Hongkong, TO-MORROW (SATURDAY), the 8th day of December, 1900, at NOON, for the purpose of Considering and, if thought fit, Passing the A or B Resolutions following, viz:—

RESOLUTIONS A.

1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of $10 each, with the sum of $8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of $8 each on which the sum of $8 each has been paid up, and that one New Share of $10, with the sum of $8 paid up thereon, be given in lieu of and in exchange for each old share of $8 fully paid up, and that thereupon the said old shares be cancelled.

2.—That of the remaining $2 payable in respect of each of the New Shares, the sum of $1 be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

RESOLUTIONS B.

1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of $12 each with the sum of $8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of $8 each on which the sum of $8 each has been paid up, and that one New Share of $12 with the sum of $8 paid up thereon be given in lieu of and in exchange for each old share of $8 fully paid up, and that thereupon the said old Shares be cancelled.

2.—That of the remaining $4 payable in respect of each of the New Shares the sum of $1 be paid on the surrender of the Old Shares and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

Should either of the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors.

W. H. GASKELL,
Secretary.

Hongkong, 24th November, 1900. [2975

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, Queen's Road Central, Victoria, Hongkong, on THURSDAY, the 20th day of December, 1900, at TWELVE O'CLOCK NOON, when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on the 4th December, 1900, will be submitted for confirmation as a Special Resolution.

RESOLUTION:—

"That the Regulations approved by this meeting and for the purposes of identification subscribed by the General Managers be and the same are hereby approved. And that such Regulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all existing Regulations thereof."

By Order.

A. H. MANCELL,
Secretary.

Hongkong, 5th December, 1900. [3070

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the "Star" Ferry Company, Limited, will be held at the Company's Office on the 28th December, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2.—To consider and if thought fit to pass a Resolution to the effect "that the New "Regulations already approved by this "Meeting and for the purpose of identification subscribed by the Chairman "thereof be and the same are hereby "approved and that such Regulations be "and the same are hereby adopted as the "Regulations of the Company to the "exclusion of all the existing Regulations thereof."

A Copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board.

EDWARD OSBORNE,
Secretary.

Hongkong, 5th December, 1900. [3071

NOTICE.

I HAVE This Day REMOVED my Office to 1st floor, No. 6, QUEEN'S ROAD.

FERD. BORNEMANN.

Hongkong, 1st December, 1900. [3022

INSURANCES

TIME IS PRECIOUS.

YOU may be able to assure to-day but not to-morrow; therefore call upon MR. KIENE to-day without fail.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE,
Manager.

THE BEST SAVINGS FUND.

The premium on a guaranteed cash value policy is not paid away, but invested with absolute certainty of return, with interest, if the policy be kept in force. Every payment is a deposit of savings.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE,
Manager.

Hongkong, 26th November, 1900. [2972

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to

J. Y. V. VERNON,
Agent.

Hongkong, 8th June, 1896. [1774

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1900. 1512

"L'UNION"

FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. 2794

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S'JACOB & CO.

Hongkong, 2nd April, 1900. [1023

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates

SIEMSSEN & CO.,
Agents.

Hongkong, 16th November, 1872. [24

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [27

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1899 £14,409,089.

I. AUTHORISED CAPITAL...	£3,000,000	0	0
SUBSCRIBED CAPITAL....	2,750,000	0	0
PAID-UP CAPITAL.....	687,500	0	0
II. FIRE FUNDS.....	2,731,183	13	7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1900. [1872

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSEN & CO.

Hongkong, 29th May, 1895. [2[illegible]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [52

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897 [9

NOTICE OF REMOVAL.

THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY.
have this day been Removed to
14, DES VŒUX ROAD CENTRAL,
Entrances East Lane, recently Messrs. Wendt & Co.'s Offices, behind Messrs. Shewan, Tomes & Co.'s premises.

Hongkong 1st May, 1900.

BANKS.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq. | D. GILLIES, Esq.
CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%.

Hongkong, 23rd March, 1899. [19

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 2,000,000
$12,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS.

N. A. SIEBS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.

E. Goetz, Esq. | A. J. Raymond, Esq.
Hon. R. M. Gray | R. L. Richardson, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
Hon. J. J. Keswick | H. W. Slade, Esq.
D. Meyer Moses, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [18

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL..Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... „ „ 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Hankow
Chefoo	Peking
Chinkiang	Penang
Chungkiang	Singapore
Foochow	Swatow

Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposit for 3 months.
4% „ „ „ „ 6 „
5% „ „ „ „ 12 „

E. W. RUTTER,
Acting Manager.

Hongkong, 2nd February, 1900. [22

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL ..... over £215,000
RESERVE LIABILITY OF SHAREHOLDERS .....fully £425,000
£640,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts ... ... 2 per cent
„ Fixed Deposits 3 months ... 4 „
„ Do. 6 notice ... 4½ „
„ Do. 12 notice ... 5 „

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 24th October, 1900. [23

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500
RESERVE FUND .....£ 30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months.....4 %
„ 6 „ 3½%
„ 3 „ 2½%

J. THURBURN,
Manager, Hongkong.

Hongkong, 24th March, 1900. [20

BANKS.

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ...	Yen	24,000,000
CAPITAL PAID-UP	„	18,000,000
CAPITAL UNCALLED	„	6,000,000
RESERVE FUND.....	„	8,130,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 3½% per annum.
„ „ „ „ 6 „ 4% „ „
„ „ „ „ 3 „ 3% „ „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [758

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,
Acting Manager

Hongkong, 8th February, 1900. [45

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£525,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

T. P. COCHRANE,
p. Manager, Hongkong.

Hongkong, 15th October, 1900. [21

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.

SIEMSSEN & CO.

Hongkong, 3rd October, 1900. [2809

LEMP'S BEER.

AMERICA'S FAMOUS LIGHT BEER.

SOLE AGENTS for Hongkong, China and Philippine Islands—

ARRATOON V. APCAR & CO.

Hongkong, 11th July, 1900. [1952

NEW GOODS,
PLENTY
IN
HAND,

JAPANESE CURIOS.

D. NOMA,
12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong

Hongkong, 27th April, 1900. [2423

SEAMAN & CO.,

SOLE AGENTS FOR
MINECHI COAL.

For particulars apply to the Office at No. 97, Kaigan-dori, Nichome, KOBE,
or
No. 17, Sanbashi-dori, MOJI,
and at
WAKAMATSU.

Also at
NEWCHWANG, PORT ARTHUR and TALIENWAN, in CHINA.

NOTICE.

I HAVE This Day appointed as Agents for the Minechi Coal
MESSRS. SEAMAN & CO.,
of
No. 97, Kaigan-dori, Ni-chome, KOBE;
No. 17, Sambashi-dori, MOJI, and WAKAMATSU;
NEWCHWANG, PORT ARTHUR and TALIENWAN.

T. KURAUCHI,
Owner of the Minechi Coal Mine, Moji.

Kobe, 21st November, 1900. [3041

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED FOR THE WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66, Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.

CURIO DEALER

KWONG HING,
China Porcelain, Crockery Ware; 59a, Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69, Queen's Road.

FLOUR.

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated Brands of Flour:—"Sperry's XXX," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LIPTON, LD.,
8 and 10 D'Aguilar Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture, Opposite Post Office, 36, Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory, Lacquerware, Fans, Curios, Bristles, Human Hair, Feathers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING COMPANY, Head office, 62A, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

E HING,
Enlarging, Developing, Printing, Moderate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements. Work done for Amateurs; 8a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's Road, Upstairs.

HONGKONG BUSINESS DIRECTORY.

PHOTOGRAPHER

H. YERA,
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl., also Wanchai Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese Goods, Silks, Woollen and Cashmere Shawls and other Sundry Goods; 4, D'Aguilar Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and Exporters, India, Chinese and Japanese Silks, Cashmere Shawls and Ceylon Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linen LACE Curtains made to order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vœux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers, Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs; Opposite Post Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25, Pottinger Street.

KRUSE & CO.,
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WILLIAM MACLEOD, D.D.S.,
DENTIST,
BEACONSFIELD ARCADE.
Hongkong, 10th November, 1900. [2861

SIEN TING.
SURGEON DENTIST,
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2482

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CURRIES A SPECIALITY

Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.

SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. [221

SCIENTIFIC MISCELLANY.

RARE AUSTRALIAN WOODS—MINING LIMITS—EARTHWORM MIGRATION—SCIENCE OF CAVES—VERITY OF LIQUID CRYSTALS—AIR POWER FOR PARIS—OILS FOR MACHINERY—ONE OF THE DYING RACES—DRYING BY OZONE—ALCOHOL ILLUMINATION.

The timber preserves of the Queensland Government now embrace 135,323 acres, and are likely to be greatly extended. While the chief foreign demand for the hard woods seems to be for paving, there are little known timbers whose rich colours, fine grain and quality of taking a high polish admirably adapt them for cabinet-work. Among these attention has been called to: the cockspur thorn (Cudrana Javanensis), whose wood is of a rich dark yellow colour; the Eleaodendron Australe, with a pinkish or flesh-coloured wood; the black brignlow, which splits well and when old resembles ebony; and a forest oak of Laidley Creek, which is very red and is given a unique appearance by its beautiful markings. Some fine woods—like a so-called rosewood of the Laidley district—are being used up for workmen's huts and other common purposes.

A question that seems yet unsolved is the fixing of the greatest depth at which mining is possible. The rate of temperature increase downward is very irregular and the Government Geologist of Victoria points out that while the assigned rate of 1 deg. Fahr. for each 60 feet at Bendigo would give a temperature of 125 deg. at the 3,500 foot level, this is not really observed. It has been even suggested that, if haulage could be provided, mining might be carried on at 10,000 feet. To this it is replied, however, that the weight of the air alone would heat the air leaving the surface at 60 deg. up to 90 deg., and the pressure would make ventilation impracticable. With the increase of rock heat of 1 deg. for every 135 feet, as actually found at Bendigo, the limit for mining might safely be placed at 4,000—or possibly 5,000—feet.

It is noticed that earthworms are being gradually distributed in new places in the roots of transported plants. These worms seldom get beyond the greenhouses, but two species—one from Brazil—are found to have become acclimatized in the soil of Kew Gardens, and a number of European worms now live in American soil.

The caves of the earth, as well as the abysses of the ocean, are beginning to give up their secrets. Through the efforts of the French Society of Speleology, founded about five years ago, our knowledge of subterranean regions has been greatly extended, and the science of caverns forms the subject of a new book by E. A. Martel, general secretary of the Society, and one of the most famour of cave-explorers. The chief causes of caverns are volcanic or earthquake fracture and the action of acid-charged water through erosion, corrosion and hydrostatic pressure. An interesting feature of caverns is found in the "abimes," or deep pits, whose origin has been a source of much disagreement, but which in many cases seems clearly to have been outside action working downward from the surface. Some of the "avens" of limestone plateaus drop vertically 200 to 600 feet, then expand into vast chambers. Many of these pits have been measured to a depth of 600 feet, and the deepest of all, discovered by David Martin at a height of 500 feet in the Hautes Alpes, has been descended more than 1,000 feet vertically, its total depth being estimated to be 1,600 feet. Many caves are natural ice-houses. Many yield relics of prehistoric dwellers in them, a few are still inhabited, and subterranean regions have their own fauna and flora, and a diversified store of minerals.

The "liquid crystals" with which O. Lehmann so startled the world a few years ago have now been proved to lack no quality that can be logically made part of the definition of a crystal. The only general characteristics of crystals are that they are not isotropic, and they possess a molecular directive force that governs their shape and the deposition of their particles. The directive force is preserved by surface tension, so that crystals may be liquid or solid but not gaseous. Liquid crystals may be produced by depositing solid crystals from a mother liquor on the cover glass of a microscope and gently heating them above the fusing point.

Compressed air for the new cars of the Paris Omnibus Company is stored in the main receivers at a pressure of 1,400 pounds per square inch, and it is distributed to the charging stations through 2 to 4 inch steel pipes. The eight receivers on each car are charged in three minutes with 88.27 cubic feet at 1,137 pounds pressure, giving a run of 7½ miles or more.

Lubricants should be chosen with regard to their effect upon the metal. From a German summary of experiments, it appears that iron is most acted upon by tallow oil, least by seal oil, and not at all by rape-seed oil. Tin suffers most from whale oil, is least attacked by olive oil, and is not attacked at all by rape-seed oil. Lard oil has nearly as great effect as sperm oil. Zinc is most acted upon by sperm oil, least by lard oil, and seems to resist completely mineral lubricating oil. Upon copper tallow oil has most action, and sperm oil the least. Mineral lubricating oil attacks lead most, being without effect upon tin and copper.

The Ainu race, which once occupied the entire island of Yezo, is estimated to have become reduced to about 16,000 individuals. Their complete absorption by the Japanese is now a matter of but a few years. These curious people are the hairiest in the world, they sometimes live in caves, and their skeletons show many of the peculiarities of the prehistoric cave men of Europe. They are extremely filthy; and are addicted to drunkenness.

A valuable property of ozone is utilized by Carl Hoch by ozonizing purified air in a special clay apparatus, and conducting the product by a pipe through a lacquering oven. Lacquers become quickly dry and hard at 30 to 35 degs. C. that usually require 300 degs. This process is specially suitable for articles of soldered metal, and also for leather, wood and rubber.

Alcohol from potatoes, unlike the ordinary product, burns without leaving a sticky deposit, and is being used for lighting in France and Germany. The very hot flame gives very satisfactory incandescence to the Welsbach mantle. The lamps, resembling those used for oil, burn 24 hours and yield a 70 candle-power light with a consumption of a fifth of a pint.

The finger nails are broadened by use. A study by P. A. Minakoff has shown that the nails of the right hand are usually from 1/50 to 1/12 of an inch wider than those of the left hand, the reverse being true in left-handed persons, while in the ambidextrous there is no difference.

DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just a little deliberation decide you can't afford to do it. But that thumping, racking Head-ache, what can you do with it? Give it its quietus by using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dosing with nauseous medicine. Mr. S. T. Hofman, Waitsbury, Washington, says:—It is a wonderful remedy. After suffering all day with intense Head-ache, one application of the Balm stopped the pain in 5 minutes. Sold at Re. 1 per bottle. Agents for Hongkong: The VICTORIA DISPENSARY, LD. 2652—4

I TELL YOU THE SECRET.

Only one thing keeps me in England during the winter—*the lack of money to get away*. As it is I stay (in London at that) and, at odd hours, dream of sunnier climes. But, so far, I have escaped the influenza—a disagreeable and a dangerous disorder—the friend of doctors, undertakers, and gravediggers. There is plenty of it abroad *now*, and likely to be more before the grass is green again.

What do I do to stave off influenza, or, as the Americans call it, the "grip"? Be good enough to listen to Mrs. Annie Stone for a minute, and then I'll tell you. She lives in Chapel Street, Kilburn, near Derby, and her letter is dated about a year ago.

"At Easter, 1893," she goes on to say, "I had a bad attack of influenza. After it went away it left me very weak and low. Do what I would my strength did not come back. I was just able to crawl about, and that was all. I sat at table and *looked* at the food, but had no relish or longing for it. Because every time I ate anything like a meal it gave me terrible pain at the chest and sides and in the upper part of the back.

"Then there was the heart trouble, too. I had spells of palpitation so bad that they kept me awake of nights and left me to begin the day more tired and exhausted than a well person is after many hours of hard work.

"For over four years I suffered in this way, seeing doctors and taking medicines, until I was weary of trying to get cured. By good luck—which it might be better to call a merciful Providence—I then read about what Mother Seigel's Syrup had done for others in my condition, and bought a bottle at the Ripley Co-operative Stores, Kilburn Branch, and commenced taking it.

"I began to improve *right away*. My appetite seemed to rouse up. I ate freely, and the food digested and caused me no pain. In a few weeks more of using the Syrup, the complaint and ailments were all gone, and I found myself strong and well as ever. I take a dose now and then as a preventative, which I think a good plan, and enjoy perfect health. It gives me pleasure to speak of Mother Seigel's Syrup as the best and surest remedy I ever met with or heard of."

Now a word about the influenza. It is a germ disease, which attacks almost invariably those who are *already weak and low with indigestion or dyspepsia*, and troubled with (consequently) impure blood. Mrs. Stone was *previously* in this state, or the influenza would never have knocked at her door.

It may sound a queer thing to say, but *diseases* attack only those who are *already ill*. Yet it is so.

As for me I keep my stomach right, my bowels open, and my blood pure by a daily dose of "Mother Seigel," and snap my fingers at everything—the London fogs included. [55

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WE Have OPENED a MACHINERY DEPARTMENT, and are prepared to Furnish Prices, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDER'S HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted f.o.b. New York, or c.i.f. Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong 3rd December, 1900. [3042

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No. 6, ICE HOUSE STREET, PRAYA CENTRAL

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Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 19th August, 1899. [2786

GOVERNMENT NOTIFICATION.
No. 1187.

TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to NOON of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403.)

Length 90 feet over all.
Breadth not less than 17 feet.
Maximum draft 7 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9½ knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panaga crooks for frames, &c. with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 18 oz. yellow metal.

Tenderer must state the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots—2nd with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dinghy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.

Colonial Secretary's office,
Singapore, 22nd October, 1900. [2814

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2ND BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900.

Reprinted from the *Hongkong Daily Press*.
Price—10 cents per copy cash.
Copies can be obtained at the Soldiers' Club, or of Booksellers.
Hongkong, 6th December, 1900. [3081

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [2668

TACK CHEONG LOONG,
NAVY & MILITARY TAILOR,
DRAPER AND OUTFITTER.

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No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 18th October, 1900. [2682

PORTLAND CEMENT
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SOLE AGENTS FOR CHINA,
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Hongkong, 16th September, 1899. [2724

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
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TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEALING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
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Hongkong, 3rd May, 1895. [2787

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CODE WORD: "DOCK," NAGASAKI.
A.1, A.B.C., Scotts' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length...	523	feet.
Length on Blocks	513	"
Width of Entrance on Top ...	89	"
Width of Entrance on Bottom...	77	"
Water on Blocks at Spring Tide	26½	"

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length...	371	feet.
Length on Blocks	350	"
Width of Entrance on Top ...	66	"
Width of Entrance on Bottom...	53	"
Water on Blocks at Spring Tide	22	"

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.
The COMPANY has a POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [1619

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TO LET.

BISNEE VILLA, POKFULUM ROA
Apply to—
LINSTEAD & DAVIS.
Hongkong, 1st December, 1900. [30

TO LET.
From 1st January, 1901.

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Apply to—
No. 11, CAINE ROAD.
Hongkong, 6th December, 1900. [30

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AT WANCHAI and WEST POIN
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EDWARD OSBORNE,
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Hongkong, 6th December, 1900. [30

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TO LET.

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From the 1st December Next.

NO. 6, RICHMOND TERRACE.
"INGLEWOOD,"
A FIVE ROOMED HOUSE, with TENN COURT.
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HUMPHREYS ESTATE AND FINANCE, CO., LIMITED.
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FROM the 1st October—FOUR ROOM and COMPRADORE OFFICES on th 1st Floor No. 16, DES VOEUX ROAD.
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No. 69, Queen's Road Centr
Hongkong, 19th September, 1900. [24

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"THE EYRIE," a large BUNGALOV standing in extensive and love grounds, near the summit of the PEAK.
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WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for OFFICE, on N.E. corner of THI FLOOR, PRINCE'S BUILDINGS.
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S. J. DAVID & CO.
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Hongkong, 30th November, 1900. [30

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MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [245

BOARD AND RESIDENCE.

COMFORTABLY FURNISHE ROOMS, with Board.
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2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFRE
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK, ENGLAND.
Hongkong, 28th August, 1900. [22

AMERICAN SYSTEM OF DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [24

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2653

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DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
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LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	PYRRHUS	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	To-day.
LIVERPOOL	ULYSSES	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	On 14th inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	O. Cuppers	MELCHERS & Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &C.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &C.	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
HAVRE, BREMENHAVEN & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & Co.	On or about 8th inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & Co.	On or about 20th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & Co.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & Co.	On or about 8th Jan.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakle	CARLOWITZ & Co.	On or about 20th Jan.
NEW YORK VIA PORTS AND SUEZ CANAL	HUDSON	Brit. str.	—		DODWELL & CO., LIMITED	Quick despatch.
NEW YORK	GLENARTNEY	Brit. str.	—	E. G. Warner	MCGREGOR BROS. & GOW	On 12th inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—		SHEWAN, TOMES & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hansen	CARLOWITZ & CO.	On or about 28th inst.
NEW YORK	R. MORROW	Brit. ship	—		ARNHOLD, KARBERG & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPRESS OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 19th inst.
VICTORIA, B.C., & TACOMA VIA FOOCHOW, &c.	GLENOGLE	Brit. str.	—	W. Frakes	DODWELL & CO., LIMITED	On 15th inst.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.	—	J. McIntyre	ARNHOLD, KARBERG & CO.	On or about 30th inst.
SAN FRANCISCO VIA AMOY, &c.	GAELIC	Brit. str.	—		O. & O. S. S. Co.	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Amr. str.	—		PACIFIC MAIL S. S. Co.	On 27th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	CARLISLE CITY	Brit. str.	—		BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 14th inst., at Daylight.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUENCHEN	Ger. str.	—	Krebs	MELCHERS & CO.	On or about 6th inst.
KOBE & YOKOHAMA	WAKASA MARU *	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE	ONSANG	Brit. str.	—	Young	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
KOBE & YOKOHAMA	TSINAN	Brit. str	—	Anderson	BUTTERFIELD & SWIRE	On 11th inst.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	J. McKenzie	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	WOOSUNG	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 9th inst.
SHANGHAI & JAPAN	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
HAIPHONG	HAILOONG	Brit. str.	—	Bathurst	DOUGLAS LAPRAIK & CO.	To-morrow, at Noon.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 10th inst.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	—	Robson	DOUGLAS LAPRAIK & CO.	To-morrow, at 3 P.M.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 9th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 12th inst., at Daylight.
ILOILO & CEBU	PAX	Ger. str.	—	Damster	MELCHERS & Co.	To-day, at Noon.
MANILA	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	Blaxland	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Rolfe	JARDINE, MATHESON & CO.	On 13th inst., at 4 P.M.
MANILA DIRECT	DIAMANTE	Brit. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	On 13th inst., at 5 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
SINGAPORE, COLOMBO & BOMBAY	MARIA TERESA	Aus. str.	—	T. Rassevich	SANDER, WIELER & CO.	To-morrow, at Daylight.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 11th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	R. Cox	JARDINE, MATHESON & CO.	To-morrow, at Noon.

SHIPPING.

ARRIVALS.

Dec. 5, TSURUGISAN MARU, Jap. str., 2,559, I. Narasaki, Kutchinotzu 30th Nov., Coal.—M. B. KAISHA.

Dec. 5, CHARLES ROGIER, Belgian str., 1,295, Ch. Herfurth, Moji 29th Nov., Coal.—DODWELL & CO., LTD.

Dec. 6, BENCLUTHA, British str., 1,320, Stewart, Shanghai 2nd Dec., General.—CHINESE.

Dec. 6, THALES, British str., 820, Robson, Haiphong and Pakhoi 3rd Dec., General.—DOUGLAS LAPRAIK & Co.

Dec. 6, KWONGSANG, British str., 980, Stalker, Wuhu and Chinkiang 2nd Dec., Rice and Beans.—JARDINE, MATHESON & Co.

Dec. 6, AUSTRALIAN, British str., 3,000, P. T. Holms, Sydney 10th Nov., Brisbane 12th, Rockhampton 14th, Townsville 15th, Cairns and Cooktown 16th, Thursday Island 19th, Port Darwin 23rd, Timor 25th and Manila 3rd Dec., General.—GIBB, LIVINGSTON & Co.

Dec. 6, CITY OF CAMBRIDGE, British transport, 3,844, Robert C. Norden, Shanghai 3rd Dec.

Dec. 6, WEISSENBURG, German battleship, 10,000, Hofmeier, Woosung 2nd December.

Dec. 6, HAILOONG, British str., 783, H. Bathurst, Haiphong 4th Dec., Rice.—DOUGLAS LAPRAIK & Co.

Dec. 6, DARDANUS, British str., 2,992, Steeves, Singapore 29th Nov., General.—BUTTERFIELD & SWIRE.

Dec. 6, SOBRAON, British str., 4,411, L. M. Wibmer, R.N.R., Shanghai 4th Dec., Mails and General.—P. & O. S. N. Co.

Dec. 6, SCINDIA, American transport, 2,953, J. M. Miller, from Cavite.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
6TH DECEMBER.

Holstein, German str., for Saigon.
Taiyuan, British str., for Weihaiwei.
Japan, British str., for Shanghai.

DEPARTURES.

Dec. 6, MICHAEL JEBSEN, German str., for Haiphong.
Dec. 6, JAPAN, British str., for Shanghai.
Dec. 6, ARIAKE MARU, Japanese str., for Moji.
Dec. 6, WONGKOI, German str., for Bangkok.
Dec. 6, PRINZ HEINRICH, German str., for Shanghai.
Dec. 6, BENCLUTHA, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—Tartar, Clara, H.M.S. Otter, Empress of Japan, Lungkiang, Zaire, Solent, H.M.S. Algerine, H.M.S. Sandpiper.

COSMOPOLITAN DOCK.—Tacoma, Tsingtau, Scindia.

SHIPPING REPORTS.

The British steamer *Hailoong*, from Haiphong 4th Dec., had strong monsoon and rough head sea.

The British steamer *Thales*, from Haiphong and Pakhoi 3rd Dec., had moderate N.E. winds and dull, cloudy weather.

The British steamer *Kwongsang*, from Wuhu and Chinkiang 2nd Dec., had strong monsoon and fine weather to Breaker Point; thence to port moderate monsoon wind.

The British steamer *Dardanus*, from Singapore 29th Nov., had fresh W.N.W. winds and rainy weather to the Anamba Islands; thence strong monsoon with high head sea to Cape Padaran; thence fresh monsoon and overcast to port.

The British steamer *Australian*, from Sydney 10th Nov., Brisbane 12th, Rockhampton 14th, Townsville 15th, Cairns and Cooktown 16th, Thursday Island 19th, Port Darwin 23rd, Timor 25th and Manila 3rd Dec., experienced fine, clear weather and light variable airs to Port Darwin, and light N.W. breeze with hazy, squally weather to Manila. Crossed the Equator on Nov. 27th, in long. 125.30 E., and arrived at Manila four days afterwards. From Manila to port had thick squally weather, with strong N.E. monsoon and heavy northerly sea; ship pitching and rolling heavily.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above TO-DAY, the 7th inst., at 4 P.M.

This teamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd December, 1900. [3048

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, AND BOMBAY.
(In close connection with the Company's accelerated line to TRIESTE.)

THE Company's Steamship

"MARIA TERESA,"

Captain T. Rassevich, will be despatched as above TO-MORROW, the 8th inst., at DAYLIGHT.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 5th December, 1900. [6

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG,"

Captain R. Cox, will be despatched as above TO-MORROW, the 8th inst., at NOON.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd December, 1900. [3050

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"ONSANG,"

Captain Young, will be despatched as above TO-MORROW, the 8th inst., at 3 P.M.

For Freight, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd December, 1900. [3049

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Blaxland, will be despatched as above TO-MORROW, the 8th inst., at 5 P.M.

This Steamer has superior accommodation for Passengers and is fitted throughout with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th December, 1900. [3075

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDREICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTS-HÖHE, TOWNSVILLE, BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER WANGANNI, DUNEDIN and HOBART.

THE Company's Steamship

"MUENCHEN,"

Captain Krebs, will leave for the above ports on or about 6th December.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 23rd November, 1900. [2906

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).

NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
AMBRIA, Capt. A. Wagner	HAVRE, BREMENHAVEN AND HAMBURG (London with transhipment in Hamburg)	About 8th December.	Freight.
ARAGONIA, Capt. Forst	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 20th December.	Freight.
WITTENBERG, Capt. Hempel	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 30th December.	Freight.
SAMBIA, Capt. Schmidt	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 8th Jan., 1901.	Freight.
HOLSATIA, Capt. Bakle	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 20th Jan., 1901.	Freight.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 24th December, 1900. [13

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frakes	December 15
DUKE OF FIFE	3,821	J. S. Cox	December 27
QUEEN ADELAIDE	2,832	F. McNair	January 2
VICTORIA	3,502	J. Panton	January 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 7th December, 1900. [10

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	SOBRAON, L. M. Wibmer, R.N.R.	Noon, 8th Dec.	*See Special Advertisement.*
SHANGHAI	BENGAL, S. Barcham, R.N.R.	About 9th Dec.	Freight or Passage.
LONDON	SOCOTRA, T. H. Hide, R.N.R.	About 13th Dec.	Freight only.
SHANGHAI AND JAPAN	JAVA, G. W. Gordon, R.N.R.	About 25th Dec.	Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY ... 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT
s.s. SOBRAON ... 7,382 tons April 27th } Without Transhipment.

For Further Particulars, apply to
A. W. MARSHALL,
Acting Superintendent.

Hongkong, 7th December, 1900. [1

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU, J. B. Macmillan	KOBE and YOKOHAMA	SATURDAY, 8th Dec., at DAYLIGHT.
HIROSHIMA MARU, S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 12th Dec., at NOON.
INABA MARU, W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th Dec., at DAYLIGHT.
KANAGAWA MARU, J. McKenzie	KOBE and YOKOHAMA	FRIDAY, 21st Dec., at DAYLIGHT.
YAWATA MARU, A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st Dec., at NOON.
SHINANO MARU, G. E. P. Cook	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 3rd December, 1900. [12

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	ANTENOR	Jackson	13th December, 1900.
LONDON	CALCHAS	Bartlett	25th December, 1900.
LONDON	ACHILLES	Brown	8th January, 1901.
LIVERPOOL (Taking Cargo at London Rates).	PYRRHUS	Tillotson	7th December, 1900.
LIVERPOOL (Taking Cargo at London Rates).	ULYSSES	Edmondson	14th December, 1900.

For Freight, apply to
BUTTERFIELD & SWIRE.
Agents O. S. S. Co.

Hongkong, 1st December, 1900. [3028

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY ... 12th December.
PRINZ HEINRICH	WEDNESDAY ... 26th December.
PRINZESS IRENE	WEDNESDAY ... 9th January, 1901.
PREUSSEN	WEDNESDAY ... 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 6th February, 1901.
SACHSEN	WEDNESDAY ... 20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 6th March, 1901.
BAYERN	WEDNESDAY ... 20th March, 1901.
STUTTGART	WEDNESDAY ... 3rd April, 1901.
KONIG ALBERT	WEDNESDAY ... 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY ... 1st May, 1901.
PRINZESS IRENE	WEDNESDAY ... 15th May, 1901.

ON WEDNESDAY, the 12th day of December, 1900, at NOON, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Capt. O. Cüppers, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 10th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 29th November, 1900. [8

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN"... Comdr. H. Pybus, R.N.R. ..... WEDNESDAY, 19th Dec., 1900
"EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 16th Jan., 1901
"EMPRESS OF INDIA"... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 22nd November, 1900. [9

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG,"

Captain Dowson, will be despatched as above TO-MORROW, the 8th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th December, 1900. [3065

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"SOBRAON,"

Captain L. M. Wibmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 8th December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 26th November, 1900. [1

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 9th December, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd November, 1900 [15

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1900. [2953

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1900. [2954

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above on THURSDAY, the 13th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 6th December, 1900. [3082

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 19th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th December, 1900. [2524

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON"

will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JERNEN"

about the middle of January, 1901.

For Freight, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 3rd December, 1900. [3045

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" ..... 3,002 Tons ..... On 10th Dec.
S.S. "BERGENHUS" ..... On 25th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 6th December, 1900. [14

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain Sartorio, will be despatched as above on TUESDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 3rd December, 1900. [7

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on TUESDAY, the 11th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd December, 1900. [3044

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 28th November, 1900. [1443

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 21st November, 1900. [2940

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AILSIE,"

Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st November, 1900. [2948

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Dec. 11, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Jan. 5, at NOON.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Jan. 29, 1901, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th November, 1900. [4

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Dec. 18, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Jan. 12, 1901, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 26th November, 1900. [5

VESSELS ON THE BERTH.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 9th November, 1900. [285

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Dec. 27, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yhama and Honolulu	TUESDAY, Jan. 22, 1901, at NOON.
CITY OF PEKING (via S'hai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURS., Feb. 14, 1901, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 5th December, 1900. [3

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA,"

Captain Hansen, will be despatched for the above port on or about 28th December.

For Freight apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 8th November, 1900. [2853

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO,"

2,145, Captain J. McIntyre, will be despatched on or about 30th Dec., for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to
ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 24th November, 1900. [2965

VESSELS ON THE BERTH

FOR NEW YORK.

THE 3/3 L. H British Bark

"R. MORROW,"

Shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & CO.

Hongkong, 18th November 1900. [2883

NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE N.G.L. Steamship

"WITTENBERG,"

Captain Hempel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before 3 P.M., TO-DAY, the 1st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed, and damaged Goods are be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSSEN & CO.,
Agents.

Hongkong 1st December, 1900. [3035

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 2nd December, 1900. [10

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 10th December, and THURSDAY, the 13th December, at 9.30 A.M.

All claims must reach us before the 15th December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 5th December, 1900. [8

STEAMSHIP "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. *Munphizes*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M. TO-DAY (MONDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 10th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd December, 1900. [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Harlington*.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 4th December, 1900. [1

HONGKONG.

STEAMERS.

Australian, British str., 3,000, Helms, Dec. 6, Gibb, Livingston & Co
Belgika, American str., 490, Vilasco, Dec. 5, Order
Chas. Rogier, Belgian str., 1,295, Herfurth, Dec. 6, Dodwell & Co., Limited
Clara, German steamer, 675, Hansen, Nov. 16, Jebsen & Co
Dardanus, British str., 2,992, Steeves, Dec. 6, Butterfield & Swire
Daybreak, British steamer, 700, Best, Dec. 1, Chinese
Empress of Japan, British str., 3,003, Pyb , Nov. 30, C. P. R. Co
Gaelic, British steamer, 2,691, Finch, Dec. 3, O. & O. S. S. Co
Glenogle, British str., 2,398, Frakos, Dec. 2, Dodwell & Co., Limited
Goodwin, British str., 2,832, Jackson, Dec. 2, Dodwell & Co., Limited
Hailan, French steamer, 377, Morlees, Dec. 4, A. R. Marty
Hailoong, British str., 783, Bathurst, Dec. 6, Douglas Lapraik & Co
Haiing, French steamer, 750, Best, Nov. 28, A. R. Marty
Holstein, German str., 985, Iplund, Dec. 1, Jebsen & Co
Jacob Diederichsen, Ger. str., 623, Riecke, Dec. 5, Jebsen & Co
Kwongsang, British str., 980, Stalker, Dec. 6, Jardine, Matheson & Co
Loongmoon, Ger. str., 1,245, Schulz, Nov. 28, East Asiatic Trading Co
Loongsang, British str., 1,080, Weigall, Dec. 4, Jardine, Matheson & Co
Loosok, German str., 1,020, Jackson, Nov. 29, Butterfield & Swire
Maidzuru Maru, Jap. str., 667, Ogata, Dec. 5, M. B. Kaisha
Maria Teresa, Austrian str., 1,921, Rassevich, Dec. 3, Sander, Wieler & Co
Mausang, British steamer, 1,643, Cox, Nov. 20, Jardine, Matheson & Co
Munchen, German str., 2,947, Krebs, Nov. 28, Melchers & Co
Onsang, British steamer, 1,787, Young, Dec. 3, Jardine, Matheson & Co
Pax, Belgian steamer, 1,204, Damster, Nov. 30, Melchers & Co
Pyrrhus, British str., 2,281, Tillotson, Dec. 5, Butterfield & Swire
Quarta, German str., 1,146, Johannsen, Nov. 29, Jardine, Matheson & Co
Rio-Neigro, French str., 3,600, Richard, Nov. 28, Order
Sobraon, British str., 4,414, Wibmer, Dec. 6, P. & O. S. N. Co
Tacoma, British str., 1,689, Dixon, Nov. 20, Dodwell & Co., Limited
Taiyuan, British str., 1,459, Nelson, Dec. 4, Butterfield & Swire
Tartar, British steamer, 2,768, Bowles, Oct. 28, C. P. R. Co
Telemachus, British str., 1,379, Sawyers, Nov. 22, Butterfield & Swire
Totartos, German str., 1,578, Desler, Nov. 30, Siemssen & Co
Thales, British steamer, 820, Robson, Dec. 6, Douglas Lapraik & Co
Tientsin, British str., 1,252, Armistead, Dec. 4, Butterfield & Swire
Tsingtau, German str., 1,000, Sanders, Dec. 1, Siemssen & Co
Tsurugisan Maru, Jap. str., 2,559, Narasaki, Dec. 5, Mitsui Bussan Kaisha
Tyr, Norwegian str., 1,418, Gram, Dec. 1, East Asiatic Trading Co

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order
Bittern, British schr., 399, Askin, Aug. 28, Siemssen & Co
Dumblane, Italian bark, 721, Trapani, Oct. 20, Order
Dundee, British ship, 1,998, Hemming, Oct. 14, Standard Oil Co
Fulwood, British ship, 1,986, Thomas, Dec. 1, Order
Puckard, American bark, 2,000, Allen, Oct. 6, Order
R. Morrow, British bark, 1,156, Douglas, Dec. 4, Arnhold, Karberg & Co
Sierra Cordova, British ship, 4,335, Fraser, Nov. 22, Order
State of Maine, Amr. ship, 1,446, Colcord, Oct. 5, Standard Oil Co
Swanhilda, British ship, 1,999, Fraser, Nov. 26, Standard Oil Co

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YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL YEN 12,000,000

ANNUAL OUTPUT 800,000 TONS

PORTS OF EXPORT—
OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IIDAMACHI, TOKYO, JAPAN

Telegrams: "TANKO" TOKYO.

HUGHES & HOUGH,
Agents for Hongkong. [

FOR EUROPE and AMERICA.

INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, if paid in advance, $12 per annum.
Postage to any part of the World $2

KOWLOON EXTENSION.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources. Printed in Colours. Price $1.

To be had at Messrs. KELLY & WALSH, *Daily Press* Office.

Hongkong, 28th October, 1898.

BEKANNTMACHUNG.

DIE EINTRAGUNGEN in das Handelsregistor sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitungen "DER OSTASIATISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.

Canton den 27, December, 1899.

DER VERWESER DES KAISERLICHEN KONSULATS,
ZIMMERMANN.

POST OFFICE NOTICES.

The *Bengal*, with the English Mail of the 9th November, left Singapore on Monday, the 3rd inst., at 3 p.m., and may be expected here on or about Sunday, the 9th inst. This Packet brings replies to letters despatched from Hongkong on the 8th October last.

The *Hongkong Maru*, with the American Mail of the 13th ult., left Yokohama on Monday, the 3rd inst., at daylight, and may be expected here on or about Tuesday, the 11th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore	*Pyrrhus*	Friday, 7th, 11.00 A.M.
Iloilo and Cebu	*Pax*	Friday, 7th, 11.00 A.M.
Kumchuk and Samshui	*Saikong*	Friday, 7th, 4.00 P.M.
Shanghai	*Australian*	Friday, 7th, 5.00 P.M.
Haiphong	*Hailoong*	Saturday, 8th, 10.00 A.M.
Sandakan	*Mausang*	Saturday, 8th, 10.00 A.M.
Manila	*Loongsang*	Saturday, 8th, 10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)	*Sobraon*	Saturday, 8th, Circulars 8.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Papers 10.30 A.M. Letters 11.00 A.M.
Swatow, Amoy and Foochow	*Thales*	Saturday, 8th, 2.00 P.M.
Amoy and Manila	*Esmeralda*	Saturday, 8th, 4.00 P.M.
Swatow, Amoy and Tamsui	*Maidzuru Maru*	Saturday, 8th, 5.00 P.M.
Shanghai	*Woosung*	Sunday, 9th, 9.00 A.M.
Kumchuk and Samshui	*Saikong*	Sunday, 9th, 9.00 A.M.
Kobe, Yokohama, San Diego and San Francisco	*Carlisle City*	Monday, 10th, 11.00 A.M.
Kobe	*Oasang*	Monday, 10th, 2.00 P.M.
Durban and South Africa	*City of Cambridge*	Monday, 10th, 5.00 P.M.
Singapore, Penang and Bombay	*Bormida*	Tuesday, 11th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)	*Gaelic*	Tuesday, 11th, Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	*Konig Albert*	Wednesday, 12th, Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
Manila	*Diamante*	Thursday, 13th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	*Empress of Japan*	Wednesday, 19th, Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.

TO-MORROW.

Meeting of the Punjom Mining Co., 9, Des Voeux Road, noon.

Sale, Postage Stamps, Sales Rooms, Mr. Geo. Lammert, 2.30 p.m.

Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 6th December.

ON LONDON.—
Telegraphic Transfer 2/1⅛
Bank Bills, on demand 2/1 3/16
Bank Bills, at 30 days' sight 2/1¼
Bank Bills, at 4 months' sight 2/1⅓
Credits, at 4 months' sight 2/1 7/16
Documentary Bills, 4 months' sight 2/1 7/16

ON PARIS.—
Bank Bills, on demand 2.63½
Credits, at 4 months' sight 2.69

ON GERMANY.—
On demand 2.14½

ON NEW YORK.—
Bank Bills, on demand 51
Credits, 60 days' sight 52½

ON BOMBAY.—
Telegraphic Transfer 157
Bank, on demand 157½

ON CALCUTTA.—
Telegraphic Transfer 157
Bank, on demand 157½

ON SHANGHAI.—
Bank, at sight 71½
Private, 30 days' sight 72½

ON YOKOHAMA.—
On demand ......2¾ p.c. dis.

ON MANILA.—
On demand ......Par.

ON SINGAPORE.—
On demand ......½ p.c. pm.

ON BATAVIA.—
On demand 125½

ON HAIPHONG:—
On demand ......2 p.c. pm.

ON SAIGON:—
On demand ......1 p.c. pm.

ON BANGKOK:—
On demand 60

SOVEREIGNS, Bank's Buying Rate 9.45
GOLD LEAF, 100 fine, per tael 49.60
BAR SILVER, per oz 29 11/16

OPIUM.

Quotations are:— Allow'ce net. to 1 catty.

Malwa New	$790	to $800	per picul.
Malwa Old	$820	to $830	"
Malwa Older	$840	to —	"
P. P'per-wrapped	$850	to —	"
Persian fine quality	$870	to $920	"
Persian extra fine	—	to —	"
Patna New	$912½	to —	per chest.
Patna Old	—	to —	"
Benares New	$910	to —	"
Benares Old	—	to —	"

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China steamer *Suisang*, from Calcutta and the Straits, left Singapore for this port at 7 a.m. on the 28th ult., and is due here to-day.

THE ENGLISH MAIL.

The P. & O. steamer *Bengal* left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English mails, and is due here on the 9th inst. at about 1 p.m.

THE GERMAN MAIL.

The Imperial German Mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 12th ult., left Colombo on Thursday, the 29th ult., p.m., and may be expected here on or about Monday, the 10th inst.

The Imperial German Mail steamer *Konig Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 2nd inst., p.m., and may be expected here on or about Tuesday, the 11th inst.

THE AMERICAN MAIL.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., from San Francisco to the 13th ult., via Honolulu, has arrived at Yokohama, and left for this port on Tuesday morning, 4th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 28th ult.

MERCHANT STEAMERS.

The N. Y. K. steamer *Kinshiu Maru* (American Line) left Kobe via Moji for this port on the 3rd inst., and is expected to arrive here on the 10th inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Shimonoseki on Wednesday, the 5th inst. at 4 p.m., and is due to arrive here on the 10th inst.

The N. P. steamer *Duke of Fife* has arrived at Yokohama and left for Hongkong on the 5th inst.

The N. P. steamer *Queen Adelaide* has arrived at Yokohama and sailed for Hongkong on the 6th inst.

The N. P. steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 21st ult.

STEAMERS PASSED THE CANAL.

OUTWARD.—19th Oct.—*Narakolb, Strathord.* 23rd Oct.—*Nordkap.* 26th Oct.—*Shanghai.* 2nd Nov.—*Pingsuey, Dardanus, Hutton.* 6th Nov.—*Orwell, Folmina, Nairnshire, Riverdale.* 9th Nov.—*Ixion.* 13th Nov.—*Malacca, Clio, Odessa, Sambia.* 16th Nov.—*Yushun.* 20th Nov.—*Sarpedon, Melbourne, Freiburg, Ashton.* 23rd Nov.—*Maria de Larrinaga, Kanagawa Maru.* 27th Nov.—*Java, Salazie.* 30th Nov.—*Acara, Anapa, Indus, Prometheus, Koln, Memnon, Patria, Rhein, Rokeby.* 4th Dec.—*Preussen, Sado Maru, Adria, Banca, Aachen, Storre, Sydney.*

HOMEWARD.—6th Nov.—*Indus.* 20th Nov.—*Patroclus, Candia.* 23rd Nov.—*Asturia, Malta.* 27th Nov.—*Benmohr.* 30th Nov.—*Bombay, Glengyle.* 4th Dec.—*Sanuki Maru.*

ARRIVALS AT HOME.—4th Dec.—*Les Andes, Darmstadt, Saxonia, Oldenburg.*

PASSENGERS.

ARRIVED.

Per *Hailoong*, from Haiphong, Mr. Legros.

Per *City of Cambridge*, from Shanghai, Capt. Geogchan and Mr. Wright.

Per *Australian*, from Queensland, Right Hon. Earl Beauchamp, Messrs. Percival Landon and T. H. Barton; from New South Wales, Miss Lyons, Messrs. James Bennett, Hugh G. Watson, T. S. Scott, H. L. Bevan and D. J. D. Bevan; from Victoria, Mr. S. K. Ngeu; from Port Darwin, Mr. H. Ford and Mrs. D. Lee; from Manila, Mr. W. A. Fitton and Mrs. M. Stanford.

Per *Sobraon*, from Shanghai, for Hongkong, Mr. and Mrs. J. D. Lowman, Mr. and Mrs. Mehta, Misses S. and I. Mehta, Messrs. Blohm, P. Schrieterer, R. P. Dipple and C. Rodersen, Capt. Grenville, Messrs. Mekar, F. P. Pratt, W. D. Sutton, A. C. Mackenzie, Jewitt and Mrs. Marshall; Colombo, Mr. G. H. Murray; for Bombay, Dr. Shepherd; for Marseilles, Misses James and Ross and Mr. G. H. Reith; for London, Mr. E. N. D. Parr, Miss L. Hastings, Mr. and Mrs. Lutley and infant, Mr. and Mrs. G. L. D'Arc, Mr. and Mrs. Bobby and infant and Rev. H. Matthews.

DEPARTED.

Per *Loongmoon*, for Shanghai, Messrs. Reiber, Dennault, Meldrani and D. Jesus.

TO DEPART.

Per *Sobraon*, from Hongkong, for Singapore, Mr. and Mrs. G. W. Conner and child, Right Hon. Earl Beauchamp, K.C.M.G., Mr. Percival Landon; for Suez, Mr. F. W. Vaille; for Bombay, Mr. C. Jan Mahomed; for Brindisi, Messrs. Dudley J. B. Dupignac and H. Renck; for Marseilles, Mrs. Whitlow and infant and Mr. A. A. Johnson; for London, Mr. A. W. Whitlow, Lieut. and Comdr. H. D. Wilkin, R.N., Lieut. and Comdr. G. H. H. Holden, R.N., Lieut. L. W. Braithwaite, R.N., Mr. and Mrs. A. Johnson, Mr. S. J. Robins, R.N., Lieut. L. H. Crozier, R.N., Mrs. Taylor, Mr. James Bajular, Mrs. Jeuner and infant and Viscount Suirdale: from Shanghai, for Colombo, Mr. G. H. Murray; for Bombay, Dr. Shepherd; for Marseilles, Miss James, Miss Ross and Mr. G. H. Reith; for London, Mr. E. V. D. Parr, Miss L. Hastings, Mr. and Mrs. Lutley and infant, Mr. and Mrs. G. L. D'Arc, Mr. and Mrs. Bobby and infant, and Rev. H. Matthews.

CHRISTMAS! CHRISTMAS!! CHRISTMAS!!!

NOW unpacked:— TOYS, TOYS, TOYS of all descriptions.

CRACKERS in beautiful variety.
SWEETS, CHRISTMAS CAKES, &c.
CHRISTMAS and NEW YEAR CARDS a Speciality.

INSPECTION INVITED.
THE MUTUAL STORES.
8 & 10, D'Aguilar Street.
Hongkong, 24th November, 1900. [296

WING CHEONG.
Dealers in
JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.
AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUILAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [2581

JOINT STOCK SHARES.

HONGKONG, 6th December.

STOCKS.	NO. OF SHARES.	ISSUE V'LUE.	PAID UP.	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	$125	$125	30/- div. at 1/11⅛d.=$15.09 per share for 1st half year 1900	322 p. c. pr.=$527½, [sellers London £57 10s.
Bank of China & Japan, Ld.	100,875	£8	£4	None	£1.
Do. Deferred	1,250	£1	£1		£5 5s.
National Bank of China, Ld.	19,970 A	£10	£8	2/8 for 1899	$26, buyers
	29,955 B	£10	£8	2/8 at 1/7¼=$1.36 for '99	$26, buyers
Do. Founders' Shares	750 fdrs.	£1	£1	None	$20.
MARINE INSURANCES.					
Union Ins. Society, Ld.	10,000	$250	$50	40 p. ct.=$20 for 1898	$245.
China Traders Ins. Co., Ld.	24,000	$83.33	$25	16p.ct.for yr.end.30-4-00	$51, sellers
North China Ins. Co., Ld.	5,000	£100	£25	Int.T.9.23=£1.5 at 2/8¼ F.Tls.8.82=£1.5 at 2/10	Tls. 172½, sellers
Yangtsze Ins. Assocn., Ld.	8,000	$100	$60	$6=10 p. ct. for 1897	$110.
Canton Insurce. Office, Ld.	10,000	$250	$50	$12 for 1899	$137½, buyers
Straits Insurance Co., Ld.	30,000	$100	$20	5 per cent. for 1895	$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ld.	8,000	$250	$50	$27 for 1898	$295, sellers
China Fire Ins. Co., Ld.	20,000	$100	$20	$6 for 1898	$76, sellers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ld.	80,000	$15	$15	$1.20 for half year ended 30-6-1900	$33¾, sellers
Indo-China S. N. Co., Ld.	60,000	£10	£10	6p.ct.&2p.ct.bonus for '99	$96, sellers
China & Manila S. S. Co., Ld.	6,000	$50	$50	20 per cent. for 1899	$65, sales & sellers
	14,000	$50	$20		$27, sellers
Douglas Steamship Co., Ld.	20,000	$50	$50	12 per cent. for year ending 30-6-08	$50, sellers
China Mutual S. N. Co., Limited, Preference	20,000	£10	£10	Int. of 3 per cent on a/c. of 1900	£11.5s., buyers
Do. Ordinary	20,000	£10	£10	Int. of 5 per cent on a/c. of 1900	£11, buyers
Do. do.		£10	£5		£6, buyers
Star Ferry Co., Limited	10,000	$10	$10	$1.05=12 p. ct. for year ended 30-4-00	$18. $4½, sales & sellers
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	Int. of 5 p. cent. on account of 1900	£3 5s, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	$100	$100	Int. of $2½ per share on a/c 1900	$123.
Luzon Sugar Refng. Co., Ld.	7,000	$100	$100	$3 for 1897	$35, buyers
MINING.					
Punjom Mining Co., Ld.	60,000	$8	$8	None	$4.10, sales
Do. Preference	30,000	$1	$1		75 cents.
Société Fran. des Charbonnages du Tonkin	16,000	Fs.250	Fs.250	None	$300, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	7 cents, sales & sellers
Jelebu Mining and Trading Company, Ld.	45,000	$5	$5	5 p. ct. half year end. 31-7-94 (coupon 9)	$6¼, sellers
Raub Australian Gold Mining Co., Limited	200,000	£1	16/10	1s'ling. 51 cts., 10th div. on 7-7-00	$48, sellers
Olivers Freehold Mines, Limited	A 15,000	$5	$5	None	$2.
	B 45,000	$5	$4½		$1.20, sellers
Great Eastern and Cal. Gold Mining Co., Ld.	140,000	$4	$3	First year	5 cents
Do. Preferences	70,000	$1	$1		30 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	$125	$125	8p.ct.&12p.ct.bonus for ½year ended 30-6-'00	545 per c.pr.=$806.25.
Hongkong and Kowloon Wharf and G. Co., Ld.	30,000	$50	$50	Int. of 5 p. cent on account of 1900	$83½, buyers
Wanchai Warehouse and Storage Co., Ld.	2,600	$100	$37½	Int. of $1½ on account 1900=22p. ct. for 1899	$64, buyers
New Amoy Dock Co., Ld.	6,000	$6¼	$6¼	22 per cent. for 1899	$20, buyers
LANDS, HOTELS & BUILDG.					
Hongkong Land Investment & Agency Co., Ld.	50,000	$100	$100	Int. $3 on account 1900	$183.
Kowloon Land & B. Co.	6,000	$50	$30	$1½ for 1899	$25½, buyers
West Point Building Company, Limited	12,500	$50	$50	Int. $1.50 on acct. 1900	$48, buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	10 p. ct. for half year ended 30-6-1900	$120.
Oriente Hotel Co., Limited	7,000	$50	450	First year	70.
Humphreys Est. & Fin. Co.	100,000	$10	$10	5 per cent. for 1899	$11.75, sales
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ld.	17,500	Tls100	Tls100	3½ p. ct. for period ending 31-10-97	Tls. 32½.
Internatnl. Cot. M'fg. Co., Ld.	10,000	Tls100	Tls100	3 p. ct. on account '98	Tls. 35
Laou-kung-mow Cotton Spin. & Weav. Co., Ld.	8,000	Tls100	Tls100	4 p. ct. on account '98 on 6,000 shares	Tls. 30
Soy Chee Cotton Spinning Company, Ld.	2,000	Tls500	Tls500	4 p. ct. for period ending 31-12-97	Tls. 375
Yahloong Cot. Spin. Co., Ld.	7,500	Tls100	Tls100	None	Tls. 40
Hongkong Cotton Spin., Weav. & Dye. Co., Ld.	12,600	$100	$100	None	$5, buyers
MISCELLANEOUS.					
Green Island Cement Co.	50,000	$10	$10	10p. c. for 1'0 ono. Capt.	$18½, buyers
China Borneo Co., Ld.	7,500	$20	$15	None	$31.
A. S. Watson & Co., Ld.	60,000	$10	$10	Int. 5 per cent. for 1900	$15½, buyers
Hongkong Electric Co., Ld.	30,000	$10	$10	70 cents per share	$11½, buyers
	30,000	$10	$5	7 cents per share	$5.50.
Hongkong and China Gas Company, Limited	7,000	£10	£10	9 p. ct. for 1899	$118, buyers
Hongkong Rope M'fg. Co.	10,000	$50	$10	$10 for 1898	$170, sellers
Geo. Fenwick & Co., Ld.	6,000	$25	$25	15 per cent. for 1899	$50.
Hongkong Ice Co., Ld.	5,000	$25	$25	Int. $2 p. s. on act. 1900	$178, sellers
Hongkong High-Level Tramways Co., Ld.	1,250	$100	$100	$12 for year ended 30-11-99	$180, buyers
Dairy Farm Co., Ld.	10,000	$7½	$6	$1 per share	$7, sales
Carmichael & Co., Ld.	2,000	$25	$20	$1 for 1899	$8.
Hk. & China Bakery Co., Ld.	600	$50	$50	15 per cent. for 1899	$50, buyers
Campbell, Moore & Co., Ld.	1,200	$10	$10	12 per cent. for 1899	$20.
Bell's Asbestos E. Agcy., Ld.	10,000	£1	£1	75c. per share for year ended 31-5-00	$1½.
United Asbestos Oriental Agency, Limited	9,900 ordy.	$10	$4	$29 per share for year ended 31-5-00	$8, buyers
	100 fndrs.	$10	$10		$20.
Tebrau Planting Co., Ld.	20,000	$5	$5	None	$3, sellers
China Provident Loan & Mortgage Co., Ld.	50,000	$20	$10	80 cents for period ending 31-12-99	$9.75, sales & sellers
	50,000	$20	$10		
Watkins, Limited	10,000	$10	$10	8 per cent. for 1899	$10½, sellers
Universal Trading Co.	50,000	$20	$5	None	$5½, buyers
CIGAR COMPANIES.					
Alhambra, Limited	200	$500	$500	25p.c.for yr.end.30-6-'00	$1,500, buyers
La Commercial, Limited	260	$500	$500	Int. of 10 p. c. for 1899	$1,000 ex div.
Hensiana, Limited	750	$100	$100	First year	$100
La Favorita, Limited	130	$500	$500	First year	$650.

VERNON & SMYTH, Brokers.

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"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN," Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terrible*).

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New and second hand Launches for Sale.
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H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [3021

NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.
For terms, &c., apply to
LAPRAIK, CASS & CO.
Amoy, 10th October, 1900. [2686

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., FOR 1900
THE THIRTY-EIGHTH ANNUAL ISSUE.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074

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YEE SANG & CO,
COAL MERCHANTS
has always on hand
LARGE STOCKS EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VŒUX ROAD. [22

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [716

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 5th DECEMBER, P.M.

STATION.	Hour.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
V'divostock	2 p.	—	—	—	—	—	—
Tokyo	"	—	—	—	—	—	—
Kochi	"	30.27	—	—	—	0	—
Nagasaki	"	30.19	—	—	E	4	—
Kagoshima	"	30.15	—	—	E	10	—
Taihoku	1 p.	30.04	—	—	E	4	—
Taichu	"	29.98	—	—	NW	4	—
Tainan	"	29.97	—	—	N	4	—
Koshun	"	30.02	—	—	NE	4	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	3 p.	30.01	61	88	SE	4	cv
Sharp Peak	"	29.91	67	67	—	0	o
Amoy	"	29.95	71	71	S	3	o
Swatow	"	29.99	70	—	ESE	2	o
Canton	"	29.94	73	76	SE	1	o
Hongkong	4 p.	29.94	67	82	E	3	o
Vic'tia Peak	"	—	—	—	ENE	3	—
Gap Rock	"	29.92	—	—	ENE	4	—
Macao	"	29.94	69	—	NE	1	o
Haiphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.30	79	92	ESE	1	o
Malate	3 p.	—	—	—	—	0	o
Bacolod	"	—	—	—	NW	2	b
Iloilo	"	29.74	86	—	S	3	b
Cebu	"	29.79	85	—	NE	3	b
C. S. James	"	—	—	—	NW	1	o
6th DECEMBER, A.M.							
V'divostock	7 a.	—	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	5 a.	30.05	—	—	—	0	—
Taichu	"	30.01	—	—	—	0	—
Tainan	"	30.00	—	—	N	2	—
Koshun	"	30.01	—	—	NE	4	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	9 a.	30.07	56	94	NW	3	cm
Sharp Peak	"	30.05	65	81	—	0	o
Amoy	"	30.02	68	85	W	2	c
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.	30.04	70	68	ENE	2	o
Vic'tia Peak	"	—	—	—	E	6	—
Gap Rock	"	30.02	—	—	ENE	4	—
Macao	"	30.04	71	—	NNE	1	c
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	29.92	84	77	SSW	1	c
Malate	9 a.	—	—	—	—	0	b
Bacolod	"	—	—	—	NW	2	b
Iloilo	"	29.95	82	—	NW	1	b
Cebu	"	29.90	84	—	NE	2	b
C. S. James	7 a.	—	—	—	NNW	1	c

On the 6th at 11.55 a.m. The barometer has fallen in the North, risen in the Philippines. A depression is moving Eastwards between the E. coast of China and W. Japan. Pressure is probably increasing over the interior of China, and the monsoon is likely to freshen on the coast. Forecast:—moderate to fresh NE. winds; fair.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.94	30.04	29.95
Temperature	67	70	72
Humidity	82	68	68
Direction of wind	E	ENE	ENE
Force	3	2	3
Weather	o	o	o
Rain	—	—	—

Highest open air temperature on the 5th 68
Lowest open air temperature on the 5th 64

Hongkong Observatory, 6th December.

MESSRS. FALCONER Co.'s REGISTER, 6th Dec.

Barometer 9 A.M. ...29.97 Therm, 9 A.M. (Wet bulb) 65
Barometer 1 P.M. ...29.91 Therm, 1 P.M. (Wet bulb) 64
Barometer 4 P.M. ...29.90 Therm, 4 P.M. (Wet bulb) 64
Thermom, 9 A.M. ... 70 Therm, Maximum 73
Thermers, 1 P.M. ... 72 Therm, Maximum over-
Thermers, 4 P.M. ... 73 night 68

HONGKONG TIDE TABLE.
7th to the 13th December, 1900.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Fri.	7	m 10 24	2 7	m 8 41	—1 7
		9 0 a	6 2	8 16 a	1 6
Sat.	8	m 11 22	2 7	m 4 23	—1 8
		9 59 a	6 1	2 52 a	1 7
Sun.	9	m 0 7 a	2 6	m 5 2	—1 6
		10 16 a	5 9	3 31 a	1 7
Mon.	10	0 51 a	2 5	m 5 42	—1 8
		10 52 a	5 4	4 13 a	1 8
Tues.	11	1 38 a	2 6	m 6 21	—0 10
		11 27 a	4 9	4 58 a	1 11
Wed.	12	2 29 a	2 7	m 7 2	—0 5
				5 48 a	2 1
Thurs.	13	m 0 3	4 1	m 7 45	—0 1
		3 21 a	2 9	7 3 a	2 3

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MAP OF THE SIKIANG OR WEST RIVER
From HONGKONG to WUCHOWFU,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
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Price 25 Cents, Cash.
Hongkong, 1st April, 1897 [84

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Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
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Primrose Cases	$5.65	$7.40
Pegamoid Cases	6.25	8.00
Ejector Brass Cases	6.90	8.65

5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
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Hongkong.
Hongkong, 27th July, 1897. [1870

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